CYCLE NEWS®

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Liquid-cooled GSXRs, all-new RMs highlight '93 Suzuki line

Gardner wins British GP, announces retirement

World Championship Superbike tech review

TIME DATED MATERIAL MAILED AUGUST 11, 1992

IN THE WIND By Papa Wealey

Chris Carr (H-D) won the Expert final at the August 7 Sturgis Short Track, a round of the AMA 600 National Championship Dirt Track Series held in Sturgis, South Dakota. **Dan Ingram** (Hon) was the runner-up, and **Georgie Price** (W-R), **Andy Tresser** (W-R) and **Aaron Hill** (W-R) rounded out the top five. **Clint Vahsholtz** (W-R) topped **J.P. Simonsen** (Hon) and **Jaime Aguilar** (W-R) in the Junior main event.

Brian Manley (Hon) topped the Pro class at Commotion by the Ocean V, held at Carlsbad Raceway in Carlsbad, California, August 8-9. **Steve Lamson** (Suz) was the runner-up, and **Willie Surratt** (Hon), **Mike Fisher** (KTM) and **Pat Gomm** (Yam) rounded out the top five.

Ty Davis (ATK) was the winner of the Motolink Off Road Events (M.O.R.E.) Pro 4-Stroke Series finale, held in conjunction with Commotion by the Ocean V, August 9. **Kyle Lewis** (Hus) was second, ahead of **Willie Musgrave** (ATK), **Rex Staten** (ATK) and **Pete Murray** (Hus). **Mike Young** (Hus) finished the day seventh overall, but captured the series championship.

Fritz Kling (Yam) won the Formula USA race at the WERA Pro Series round at Indianapolis Raceway Park in Clermont, Indiana, August 9. Kling won both legs, beating **Michael Martin** (Suz) and **Donald Jacks** (Suz) in the first leg, and Martin and **Chris D'Aluisio** (Yam) in the second. D'Aluisio won the Formula II portion of the program, topping **Robbie Petersen** (Yam) and **Kurt Hall** (Yam). In Formula III action, **Marcello del Guidice** (Hon) beat 12-year-old **Nicky Hayden** (Hon) and **Doug Carmichael** (Hon) to take the win.

Fritz Kling also led **Gold Hill Racing** (Yam) to victory in the four-hour WERA Vanson/PM National Endurance Series round at Indianapolis Raceway Park. Kling teamed with **Christian Gardner** to beat **Virginia Breeze Racing** (Suz) and **Roswell Racing** (Suz).

That **Donald Jacks** rode a Team Hammer-fielded Suzuki in the Indy Formula USA race is news on its own. Team Hammer fields a Suzuki under the Team Suzuki Endurance banner under contract to American Suzuki and Jacks was dropped from the team after he committed to ride a Lucky Strike Suzuki as a replacement for the injured **Kevin Schwantz** in the Hungarian GP. Although he tested the works bike — which uses Motul oil and Michelin tires, rather than the Valvoline oil and Dunlop tires he was contracted to use, Jacks did not compete in Hungary because Schwantz did. Explaining the return of Jacks, Team Hammer's **John Ulrich** said, "When I was 23 years old, I did something really stupid and because the guy I was working with took a hard line I was out of racing for 18 months and I thought my life was over. I wasn't willing to put Donald through that unless I was 100-percent sure. So we're trying to work everything out." Ulrich, who thinks very highly of Jacks' riding ability, said Dunlop didn't furnish tires for Jacks at Indy, he had to purchase them.

Dan Ingram (Hon) was the winner at the August 8 AMA Western Regional Championship Half Mile, held in Sturgis, South Dakota. **Dave Durelle** (W-R) was second, ahead of **Andy Tresser** (W-R), **Aaron Hill** (W-R) and **Rex Fisher** (W-R). **James Hart** (W-R) topped the Junior class, and **Matthew Wait** (W-R) bested the Pro-Ams.

Tommy Clowers (Kaw) and **Ricky Carmichael** (Kaw) were big winners at the August 5-9 NMA Grand National MX Championships, in Ponca City, Oklahoma. Clowers won the 125 and 250cc Modified Pro classes and was crowned Grand National Champion in the Motorcycle division, while Carmichael topped the 80cc Stock and Modified (12-13 year-old) and Super Mini (0-16 year-old) classes and was crowned Grand National Champion in the Minicycle classes.

Chadd Watts, the injured tuner for Kawasaki Team Green's Ryan Hughes, is well on the road to recovery. Watts was seriously injured in an automobile accident July 29 and is now out of intensive care and will soon be returning to his North Carolina home. Watts says he hopes to start turning wrenches again at the September 27 Delmont, Pennsylvania, National. "I just want to say thanks to all the people who have helped out; everyone has been really great," said Watts. Raffles were held at the Ponca City GNC and the Commotion by the Ocean MX to help defray Watts' medical expenses. Cards and letters can be sent to Watts at 2775 Royster Rd., Shelby, NC 28150.

Highly regarded Italian road racer **Massamiliano Biaggi**, 21, has inked a contract to ride for Rothmans Honda in the 1993 World Championship 250cc Road Race Series. The 1991 European 250cc Champion, who currently lies ninth in the 1992 250cc World Championship, will join Erv Kanemoto's team, replacing two-time 250cc World Champion **Luca Cadalora**. Cadalora is trying to secure a 500cc Grand Prix ride for 1993.

Motocrosser **Fred Andrews** suffered a broken left forearm in a practice crash at Plano, Texas, on Tuesday, August 4. Andrews, a member of the Rad-n-Bad team, underwent surgery to have the broken bone plated the same day.

Using a procedural tactic, **Sen. John Seymour** prevented a Senate committee vote on Sen. Alan Cranston's seven-year-old California Desert Protection Act. Cranston, California's Democratic senator who is now in his final months in the U.S. Senate, made what many consider a last-ditch effort to get his bill on track by arranging for a vote in the Senate Energy and Natural Resources Committee on Wednesday, August 5. Also scheduled for consideration was another controversial measure — a Republican-sponsored logging bill. After an amendment to combine the two bills was offered by Sen. Tim Wirth (D-Colorado), Seymour, California's Republican senator, used a parliamentary procedure to end the hearing. However, according to the AMA, the Cranston bill isn't dead yet. There's a chance that it could be considered again after September 8, when the Congressional session resumes after a four-week recess.

If you're wondering why **ESPN** telecast their taped coverage of the **Syracuse Mile** on consecutive Thursday nights, wonder no longer. The **Parkersburg Half Mile** tape was "lost" by ESPN after they received it from Seals Communciations, the producers of the show. They ran the Syracuse Mile show a second time, and then, as you know by now, found the Parkersburg Half Mile tape and aired it last week.

With the end of the 1992 MX season rapidly approaching, rumors are flying regarding factory riders changing teams. Perhaps the hottest rumor has **Steve Lamson** inking a deal with Team Honda for the 1993 season. And from what we've heard, it is a done deal. Lamson, who now rides for Suzuki, will fill the gap left by **Jean-Michel Bayle**, who plans to retire from motocross after the National Championship 500cc MX Series to pursue a career in GP road racing. When asked about the team change, Lamson said, "I'd rather not comment."

If Lamson has signed with Honda, then that will effectively end any chance of Team Yamaha's **Damon Bradshaw** making the switch to Honda, a switch that many predicted he'd make at the end of the season. Look for Bradshaw to either stay with Yamaha or go to Kawasaki, depending on the best offer.

Rumors also have Suzuki focusing on the 125cc class next year, and signing a number of young, up-and-coming motocrossers. Team veteran **Guy Cooper** will most likely have his contract extended for one last year, while **Brian Swink** will remain a Team Suzuki rider for at least another year, as well.

Walter von Schonfeld, a longtime fixture at road race events, died suddenly on August 7 at his home in Durham, North Carolina. Von Schonfeld was involved with motorcycles and motorcycle racing since the '30s,

U.S. MX des Nations team named

Jeff Emig, Mike LaRocco and Billy Liles will represent the U.S. at this year's running of the World Championship team event, which will be held in Manjimump, Australia, September 6.

Emig, who hails from Highland, California, will compete in the 125cc class, LaRocco, from South Bend, Indiana, in the 250cc division, and Liles, from Fairburn, Georgia, in the 500cc class.

AMA Pro Racing Director Roy Janson said in a phone conversation on Monday, August 10, "We just turned in our entry today, and on that entry was Emig, LaRocco and Liles. We feel this is a good, solid team."

Earlier this year, recently crowned Camel Supercross and 250cc National MX Champion Jeff Stanton and Damon Bradshaw said they would not accept an invitation to represent the U.S. on this year's MX des Nations team, in order to "give somebody else a chance" to compete at the prestigious race. It was then rumored that Liles and Donny Schmit would fill in for Stanton and Bradshaw, with Mike LaRocco competing in the 125cc class. While Liles accepted the invitation, Schmit refused.

"Emig is riding well right now, so we decided to put him in the 125cc class and LaRocco, who has more experience on 250s than Emig, in the 250cc class," said Janson. "And we're really proud to have Liles represent us in the 500cc class."

Liles can finish no worse than third in the 1992 World Championship 500cc MX Series that concludes in Switzerland on August 30.

Last year in Holland, the Stanton, Bradshaw and Mike Kiedrowski team gave the U.S. its 11th straight MX des Nations victory.

Schmit clinches World Championship 250cc MX title in Finland

Donny Schmit, of Bloomington, Minnesota, clinched the 1992 World Championship 250cc MX title at the 11th round of the series, held in Heinola, Finland, August 9. The Chesterfield Yamaha rider crashed hard in Saturday's practice session and took a trip to the hospital for a checkup but bounced back for Sunday's race to post 10-5-DNF moto finishes, good enough to clinch the title with one round remaining in the series.

Schmit, the 1990 125cc MX World Champion, has stood atop the highest step of the winner's podium four times this season and posted 10 moto wins along the way.

Englishman Rob Herring (Hon) was the day's overall winner in Finland, posting 2-1-6 moto finishes to edge out Dutchman Edwin Evertsen (Kaw), who recorded a 5-3-1 tally. Belgian Stefan Everts (Suz) returned to action after suffering internal injuries resulting from a crash at the German GP in June, and he earned third overall, via 1-2-DNF moto performances. Newhall, California's, Bobby Moore (Yam) and England's Jamie Dobb (Kaw) rounded out the top five with 4-4-7 and 6-9-2 moto scores, respectively.

Trampas Parker, the defending 250cc MX World Champion from Shreveport, Indiana, was a no-show because of a thigh injury sustained at the previous GP in Sweden.

Entering the August 23 series finale at Suzuka, Japan, Schmit boasts 416 points, mathematically out of reach of second place Bobby Moore, who has 343 points. Italian Alessandro Puzar, the 1990 250cc MX World Champion, is third with 319, ahead of Evertsen (315) and Parker (287).

Schmit is the third American to claim a World Championship 250cc MX crown. Californian Danny LaPorte, who now resides in France, won the title in 1982 on a Yamaha, and Parker was the champ in 1990 aboard a Honda.

spending time with the Indian Motocycle Co. and then decades as road race representative for Castrol. In lieu of flowers, and in keeping with Walter's dedication to "his" racers, the family has requested that donations be made to the Clayton Foundation, 2201 Cherry Ave., Long Beach, CA 90806.

If you're an AMA member who competes in amateur races and you aren't covered by **medical insurance**, you should check out the September issue of **American Motorcyclist**, the association's monthly magazine. On page eight you'll find a column by AMA President **Ed Youngblood** in which he explains **ARMOR** (Amateur Racers Medical Insurance for Off-Road). For only $40 per year, the insurance provides $25,000 in medical coverage (after a $250 deductible), up to $200 a week in disability pay for up to six months, and $10,000 accidental death and dismemberment coverage. The coverage applies only to losses incurred in AMA-sanctioned amateur and Pro-Am MX, enduros, hillclimbs, observed trials, hare scrambles, dirt tracks and ice races. For a brochure, write: ARMOR, Member Activities Dept., AMA, P.O. Box 6114, Westerville, OH 43081-6114. To join the AMA (using a credit card), call 800/AMA-JOIN.

Amateur dirt track and road race competitor **Tommy Hayden**, 15, broke his right wrist, right arm and left elbow in a practice crash at the August 1 Peoria Amateur and Youth National TT. Cards and letters can be mailed to Hayden at 3625 Earls Lane, Owensboro, KY 42301.

In the credit where credit is due department, **WAZU-FM Radio**, **Dunlop** and **Screen Works T-Shirts** were the sponsors of the July 26 AMA National Championship 125/250cc MX at **Kenworthy's MX Park** in Troy, Ohio.

The fate of a plan to provide badly needed funding for the nation's **off-highway trail system** could be decided in a U.S. Congress conference committee this week, reports the AMA. On August 4, the U.S. Senate voted to appropriate $15 million in fiscal 1993 to the Symms National Recreational Trails Fund Act as part of its transportation appropriations bill. However, a House version of the same appropriations measure does not include any funding for the trail program. Difference between the two bills will be ironed out in a conference committee expected to meet prior to August 13, when the Congress will recess for four weeks.

The **Symms Act**, passed in 1991, authorizes up to $30 million per year in funding for trails for the next six years, but no money was committed to the program in 1992. The AMA and other groups representing off-highway recreation enthusiasts have lobbied for full funding of the act in '93, while the Bush administration recommended $15 million for the program in its proposed budget. "Funding of this act would be the first step toward creating a national system of recreational trails that are constructed and maintained in harmony with the environment," noted **Jim Bensberg**, Washington representative for the AMA. "Congress obviously recognized the need for such a system in passing the Symms Act last year. Now it's time to live up to that commitment."

The 1992 World Championship Enduro Series recently concluded and the class champions are Swede **Jeff Nilsson** (KTM) in the 125cc class, Italian **Goirgio Grasso** (Kaw) in the 250cc division, Italian **Tullio Pellegrinelli** (Hon) in the 500cc class, Italian **Mario Rinaldi** (KTM) in the 350cc Four-Stroke class, and Finland's **Kari Tianian** (Hus) in the 500cc Four-Stroke class. Italian **Gianmarco Rossi** (TM) claimed the 80cc title. The FIM does not recognize an overall series champion.

An **ordinance that banned motorcycles** from the roads in **Devou Park** in Covington, Kentucky, has been unanimously **overturned** by the city's Board of Commissioners. The board's decision followed a series of town meetings in which local motorcyclists, led by the Kentucky Motorcycle Association, urged city officials to reopen the park to motorcycles. The bike ban had been in effect since 1967.

Mike Kidd Promotions will host **New York Dirt Track Speedweek**, September 2-5. On Wednesday, September 2, Orange County Fair Speedway in Middletown will host an AMA Pro Half Mile, as will Canandiagua Speedway in Canandiagua on Thursday, September 3. Another AMA Pro Short Track will take place on Friday the 4th at Cayuga County Fair Speedway in Weedsport, and Speedweek will conclude with an AMA Eastern Regional Championship Mile on Saturday, September 5, at the New York State Fairgrounds in Syracuse. For more information contact Mike Kidd Promotions at 817/834-2298.

Motocrosser **Tommy Leighton** suffered paralyzing injuries at Ohio International Raceway on July 19. A benefit is being planned at OIR. Cards and letters can be set to 757 Wing St., Akron, OH 44305.

The July 26 Swing For Scotty Benefit Golf tournament in Oklahoma City, Oklahoma, raised over $2000 for **Scott Adams**, the dirt tracker who suffered paralyzing injuries in a crash last year. The tournament was held the day after the Oklahoma City Half Mile and attracted many of the Camel Pro Series competitors, including **Ronnie Jones**, **Ricky Graham**, **Davey Durelle** and **Will Davis**.

AMA road race class structure changes will see the SuperTwins class dropped from the AMA National Championship Road Race Series in 1993. Despite rumors to the contrary, the 750cc Supersport class will remain as is and the AMA/CCS EBC Brakes Endurance Challenge will remain a three-hour race with both GTO and GTU bikes competing together. There had been talk of splitting the two classes into hour and 90-minute races, respectively. Changes to the endurance series will include rider IDs and only one motorcycle per team. In addition, motorcycles entered in the superbike race will not be eligible for the endurance race, thus ending the practice of the top superbike teams signing up for the endurance race for extra track time. Other changes to the Superbike National Championship include the payout of championship points to the fastest qualifier and also for the rider clocking the fastest lap in the race itself.

MOVED: PowerSports Marketing to P.O. Box 670, Saratoga Springs, NY 12866, 518/695-4536. PowerSports Marketing's Billee Davies has worked with many of the top AMA road racing teams, handling publicity, promotion and marketing.

Moved: Cunningham Cycle World of Fayetteville, North Carolina, to a new 100,000-suare-foot facility at 4224 Bragg Boulevard. Phone: 800/238-7119.

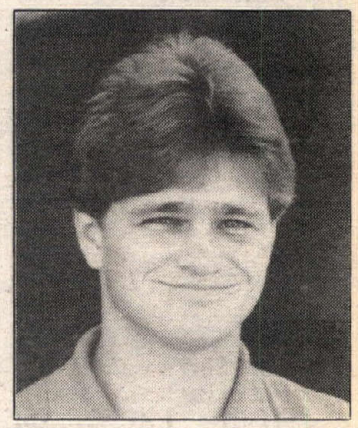
BORN: Matthew James Bowman, son of former *Cycle News* editor Jim Bowman and his wife Carol, in Hayward, California, July 31.

BORN: Christina Kramer, daughter of Dirt Rider magazine test editor and former *Cycle News* editor Karel Kramer and his wife Carol, in Northridge, California, August 6.

BORN: Danielle Elizabeth Adamo, daughter of road racer Jimmy Adamo and his wife Melanie, in Glen Cove, New York, July 9.

RESIGNED: Fran Kuhn, from his position as Dirt Rider magazine's Moto! editor, to head a special publications project for AXO Sport USA. AXO plans to launch a magazine specializing in motocross and supercross.

Larry Schwarzbach 1965-1992



Road racer Larry Schwarzbach was pronounced dead at 2:50 p.m. EST on Tuesday, August 4. Schwarzbach, 27, died as a result of head injuries sustained in an accident in the AMA National Championship Superbike Series round at the Mid-Ohio Sports Car Course in Lexington, Ohio, on August 2.

The Houston, Texas, resident had won his first race as a professional earlier in the day at Mid-Ohio, the 600cc Supersport final on his Vance & Hines-backed Yamaha FZR600. In the Superbike National, Schwarzbach crashed directly in front of Steve Crevier on the 10th lap of the race and was struck by the Canadian's motorcycle. He was airlifted to Cleveland, Ohio, where he died two days later.

Schwarzbach was the 10th ranked AMA Superbike rider at the time of his accident, and was fifth in the AMA/CCS 600cc Supersport Series.

He is survived by his father Larry Schwarzbach Jr., his mother Carolyn, brother Steve, and sisters Laurie Farrington, Carol Schwarzbach and Christy Ball.

Schwarzbach's funeral was held on Saturday, August 8, at St. Thomas Moore Cathedral in Houston, Texas. In lieu of flowers, donations can be made to the Larry Schwarzbach Fund, 14914 Inverrary, Houston, TX 77095.

Vance & Hines team owner Terry Vance said he will sell the Yamaha FZR600 that Schwarzbach rode to victory in Mid-Ohio for $7500, with all proceeds going to Schwarzbach's family.

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ON THE FRONT PAGE:

The liquid-cooled GSXR750, and the all-new RM250 head Suzuki's 1993 motorcycle lineup. See page 14 for more photos and information on the rest of the '93 Suzuki street, off-road, motocross and dual-purpose bikes.

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VOICES Letters to the editor

Femme crusade

It was rumored that Team Rapid Fire, an all-female racing team, might be one rider short at the WERA 24-Hour at Nelson Ledges. So, I headed to Ohio, gear in hand, hoping that these women would give me a chance to ride.

When I arrived, I spoke with Letha Jeffers, the owner of the team. I explained to her that I didn't have too many races under my belt, and to my surprise, she agreed to let me ride. Because of these women, I had the most fun I have ever had in a single race weekend. Sure, the riding was a blast (especially at night), but the team was what made everything so great. Everyone was supportive, had a great attitude, and was just genuinely nice. They seemed to be just as pleased with me and my riding, enough so to invite me to ride in the four-hour endurance at Indianapolis. It will be great to ride with them once again.

So, thank you, Letha Jeffers, Cathy Creighton, Nancy Delgado and Lori Dutzman of Team Rapid Fire for letting me participate in the history making. And thanks also to Kenny Abbott and Darryl Saylor, to New York Motorcycles, L&M Racing Supply, Ed Bargy, the WERA officials and corner-workers, and everyone else that took part in our little crusade. All of your help and support is greatly appreciated. Without you, there isn't any way we would have done so well.

Alanna Davis
Herndon, VA

Team Rapid Fire finished fourth in the Middleweight Superbike class and 17th overall at Nelson Ledges . . . Editor.

Cool dudes

Your Unadilla 250cc MX GP coverage in the July 29 issue included a picture of Donny Schmidt with a caption that reads: "Schmidt pulled a muscle in his neck, and iced it between each moto." The item around Donny's neck is a new product called Cool Sports. Cool Sports can be used either for direct cooling for injuries or for gradual cooling to help the body relieve heat stress (depending on how it is worn).

Riders who used Cool Sports between motos (at Unadilla) included Trampas Parker, Mike Healy, Keith Johnson, Rob Herring, Jamie Dobb, Bader Manneh, Doug Henry, John Dowd and Jim Kapitan. Privateers Kurt McMillen, Pat Barton, Jim McIlvane, Bruce Stratton and John Slater tested Cool Sports during the GP and 125cc Support class races. Feedback from all riders was very positive.

David W. Stevens
Cool Sports
Arlington, VA

Cool Sports can be contacted at 401 12th St., #817, Arlington, VA 22202 (703/418-2725). They were on hand at last weekend's NMA Grand Nationals in Ponca City, Oklahoma, and will be at the AMA Amateur Nationals at Loretta Lynn's and at the WERA Pocono Cycle Jam . . . Editor.

Schwarzbach Memorial Fund

Larry Schwarzbach was a valued member of the Vance & Hines race team for the past two years, and, because of his love for motorcycling, Yamaha is establishing a memorial fund in his name with the Motorcycle Mechanics Institute.

Additional information will be released in the next couple of weeks on how you can make a donation to the Larry Schwarzbach fund.

All of us at Yamaha will dearly miss Larry and his exceptional enthusiasm.

Jim Gentz
Senior Vice President
Motorsports Group
Yamaha Motor Corp., U.S.A.
Cypress, CA

No 18-wheeler, but . . .

Now that the controversy that comes along with the annual picking of the American Motocross des Nations team has begun to rear its ugly head, I have come up with a plausible solution. Kawasaki can step in and send a team of its own riders, much like what Honda has done a number of times throughout the course of the American winning streak. Jeff Matiasevich, who looked strong at the Glen Helen U.S. 500cc GP, would ride the big-bore. Mike Kiedrowski, the middleweight class, and Mike LaRocco, who has shown winning consistency in the highly competitive 125cc class, would fill out the team. I know they probably could not show up in Australia with their plush 18-wheeler, but it sure would be a true American representation of Team Green.

Gary Johnson
Los Angeles, CA

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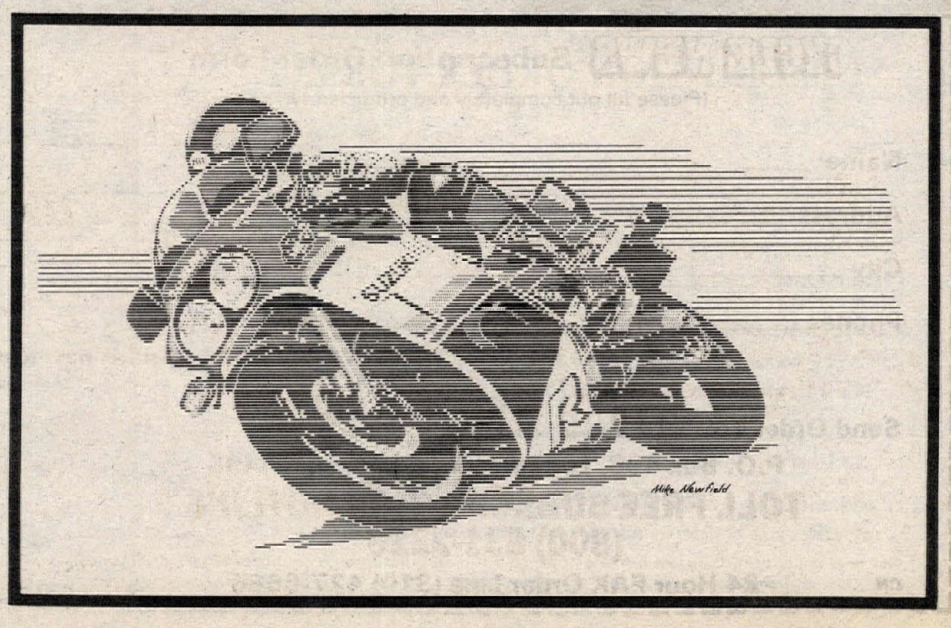

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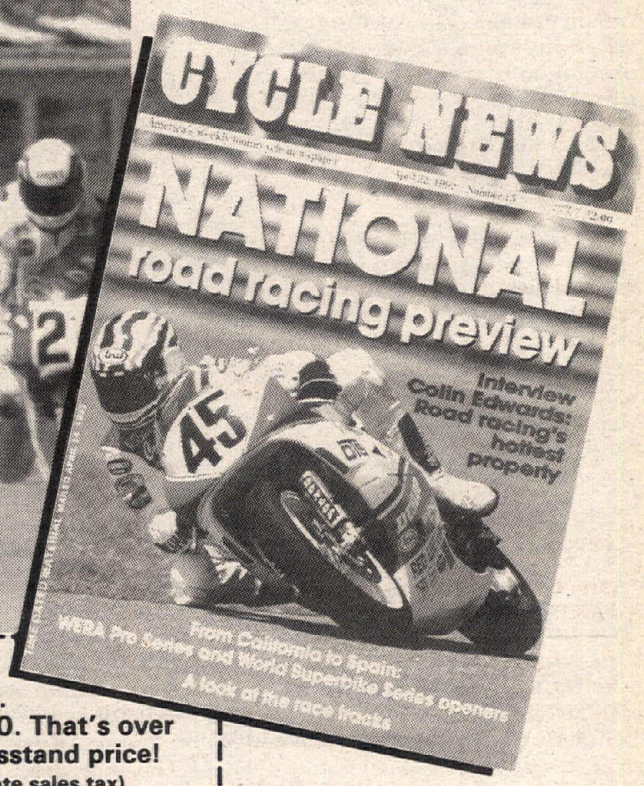

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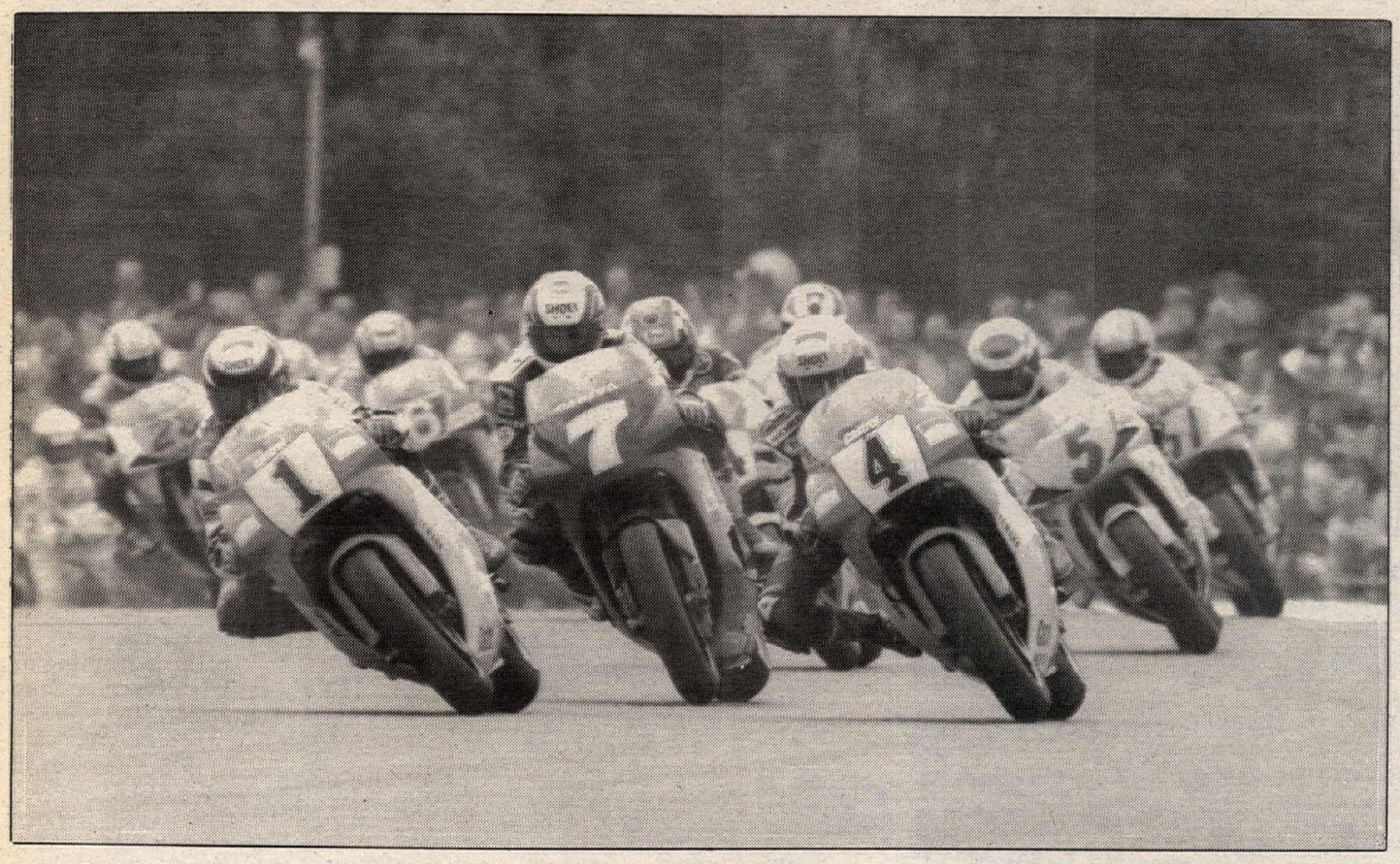


John Kocinski (4) leads Wayne Raineu (1), Eddie Lawson (7) and Wayne Gardner (5) at the start of the British 500cc GP.

Emotional Gardner wins British GP

By Henny Ray Abrams

DONINGTON PARK, ENGLAND, AUG. 2

Rothmans Kanemoto Honda's Wayne Gardner made his final appearance in the British Grand Prix a memorable one, beating Marlboro Roberts Yamaha's Wayne Rainey before 50,000 overzealous fans at Donington Park in the British Midlands.

Gardner, who earlier in the race weekend announced he was retiring from Grand Prix racing at the end of the year, took the lead on the 12th lap and pulled away to a slight lead which Rainey was able to close up to .855-of-a-second at the end of the 30-lap, 75-mile race.

In winning his first GP in nearly two years — his last victory came in his home Grand Prix at Phillip Island in September of 1990, the Australian former World Champion averaged 94.455 mph in completing the race in 47 minutes, 38.373 seconds.

And the emotion of winning before his adopted countrymen left him weeping afterwards.

"The British gave me a big chance and I wanted to pay them back," said Gardner, who lived in Lincolnshire for several years before seeking the tax shelter of Monaco. "What a way to end a career."

But it also incited the crowd to flood the track at the end of the race when the bikes stopped in the first turn. Gardner was quickly hustled into a waiting van, but, after resting for a minute on his bike, Rainey was knocked down on his way to the van, bruising his knee and nearly doing ligament damage. He was taken by ambulance to the medical center, treated and released, though he was forced to miss the podium ceremonies.

Early on the race was an exciting four-way fight with Gardner, Rainey, and Lucky Strike Suzuki's Kevin Schwantz each leading at one point with Cagiva's Eddie Lawson up as high as second. Ducados Yamaha's Juan Garriga, who'd been given one of the new Yamaha "droner" motors for the race, joined the fray and it was a five-rider clash until mid-race when things started to change.

First, Lawson began to fade when the new rear 16-inch Dunlop he was using began to go off. He would finish fourth.

Then on the 25th lap, Marlboro Roberts Yamaha's John Kocinski blew a hole in his engine when his primary gear broke on the front straightaway. He coasted almost to the second turn, leaving a trail of oil in his wake. Lucky Strike Suzuki's Doug Chandler, about 11 seconds back at the time, came into the first turn, Redgate Corner, and immediately lost the front end. No oil flag was displayed and on the next lap Gardner nearly crashed, sliding sideways for two feet, and second-placed Schwantz did crash, as did British hopeful Carl Fogarty, then in sixth.

Schwantz ran back across the track and pleaded with the corner worker to display the oil flag, taking it out of his hand and waving it himself, a move the other riders applauded.

"It was a miracle I didn't go down," Gardner said. "I looked around to see what the problem was and saw Schwantz crash. Then the next lap he was there with the oil flag. I really appreciated that."

Unfortunately, the race organizers didn't and threatened to fine Schwantz for making them look bad on television. A meeting was held and the Texan was asked to make an apology on television, but the BBC, who broadcasted the races live, chose not to cut into the sidecar race. Though Schwantz had agreed to do it, there was some doubt whether he actually would have.

So, in the end, it was Gardner beating Rainey, Garriga, in his first ever 500cc podium in third, and Lawson, who finished fourth ahead of Valvoline Racing's Peter Goddard in a career best. Briton Terry Rymer, riding for the injured Simon Buckmaster, was sixth in his GP debut.

With World Championship leader Mick Doohan still bed-ridden from injuries suffered at Assen, Rainey was able to close the gap in the points chase significantly. With two races to be run — Brazil and South Africa, Rainey trails Doohan, 108-130, with Doohan still a question mark for Brazil. With his spill, Schwantz was eliminated from the title chase and holds third with 87, 15 better than his teammate Chandler.

The championship drama in the 250cc class ended at Donington, with World Champion Luca Cadalora of the Rothmans Honda team successfully defending his title with a fourth-place finish.

The race victory went to Telkor Valesi Racing's Pier-Francesco Chili, who took over on the sixth of 28 laps and was never seriously challenged. His margin of victory over runner-up Loris Reggiani of the Unlimited Jeans Aprilia squad was 1.881 seconds, although that was somewhat deceiving. Most of the race it was plus-three, with Chili slowing at the end. It was Chili's third win of the season.

Third went to HB Honda's Doriano Romboni, who was making his first podium appearance courtesy of the Honda factory. They'd lent him an NSR250 works machine for the race and he put it to good use, though he was nearly beaten by Cadalora. Romboni's previous best was a sixth place finish.

With 177 points, Cadalora comes out of the U.K. with an insurmountable 45-point lead over Reggiani. With 132 points, Reggiani has a firm grasp on second in the championship; Chili is third with 107.

The inevitability of Cadalora's championship took some of the life out of the party, as did the fact that he's currently at odds with Honda about his future. He's stated that he'd like to race a 500 next year, but Honda isn't willing to give him the machinery.

Still, it was a good day for team owner Erv Kanemoto who, besides winning his sixth World Championship as a crew chief, made a podium appearance with 500cc winner Gardner.

Marlboro Team Pileri's Fausto Gresini heated up the 125cc World Championship considerably by taking his first win and closing to within two points of the championship leader, Alessandro Gramigni of the Aprilia Unlimited Jeans team.

The 31-year-old Honda-mounted Gresini led most of the race and beat his 23-year-old fellow Italian by 3.279 seconds. Japan's Noboru Ueda rode the second Marlboro Team Pileri Honda to third.

With two rounds remaining, Gramigni has 108 points to Gresini's 106 with the former championship leader, Zwafink Racing's Ralf Waldmann, seventh today after slowing to avoid a falling rider, third with 104.

The Sidecar GP was a dull affair, Team Hollywood Sidecar's Rolf Biland piloting the LCR-Krauser rig to a fourth consecutive win.

The Swiss driver, with longtime partner Kurt Waltisperg, beat Padgett's Racing Team's Darren Dixon and Andy Hetherington by 20.526 seconds at the end of the 26-lap, 65-mile race. World Champions Steve Webster and Gavin Simmons were third, another few seconds back.

Webster still leads the championship, 92-83, over Biland with two races remaining.

500cc GP

Warm temperatures and a stiff breeze moved the clouds rapidly, the sun often poking through, as the 500s took to the track for the 30-lap feature.

Kocinski read the lights best, but by the end of the first lap was back to fifth behind Rainey, Lawson, Schwantz and Gardner, with those four quickly making a break from the pack.

Gardner moved past Lawson into a right-hand bend, Lawson getting him on the brakes into the Melbourne Hairpin near the end of the fourth lap.

By the sixth lap Gardner was up on Rainey, passing him in the esses at the end of the back straightaway as Ducados Yamaha's Garriga moved up to join the fray.

Behind the leaders came British hopeful Carl Fogarty, already in front of Kocinski who was struggling with with a lack of front end grip.

Lucky Strike Suzuki's Doug Chandler was eighth, struggling with his Suzuki running wide in the corners as Yamaha Motor France/Banco's Niall Mackenzie used his new "droner" motor to make a run at him. Budweiser Racing's Randy Mamola filled out the top 10.

The order of the top three began changing in earnest on the ninth lap, Schwantz went by Rainey on the brakes in the Melbourne Hairpin, then slipped under Gardner in the quick, downhill Craner Curves on the 10th lap.

The 10th would be Mamola's last lap, a high-side crash out of the Melbourne Hairpin ending his day and cracking a bone in the top of his right hand, as well as a toe on his left foot.

"It was like Rainey's in Hockenheim," Mamola said of his spill. "I was off instantly. We think something broke on the bike."

Suzuki's Schwantz had tested the rear tire Mamola was using in the race, but had a similar incident to Mamola in the same place and opted for a different compound.

But Gardner wasn't to be denied, taking back the point on the brakes, Schwantz holding second, Rainey third, Lawson fourth, with Garriga making it a five-rider train.

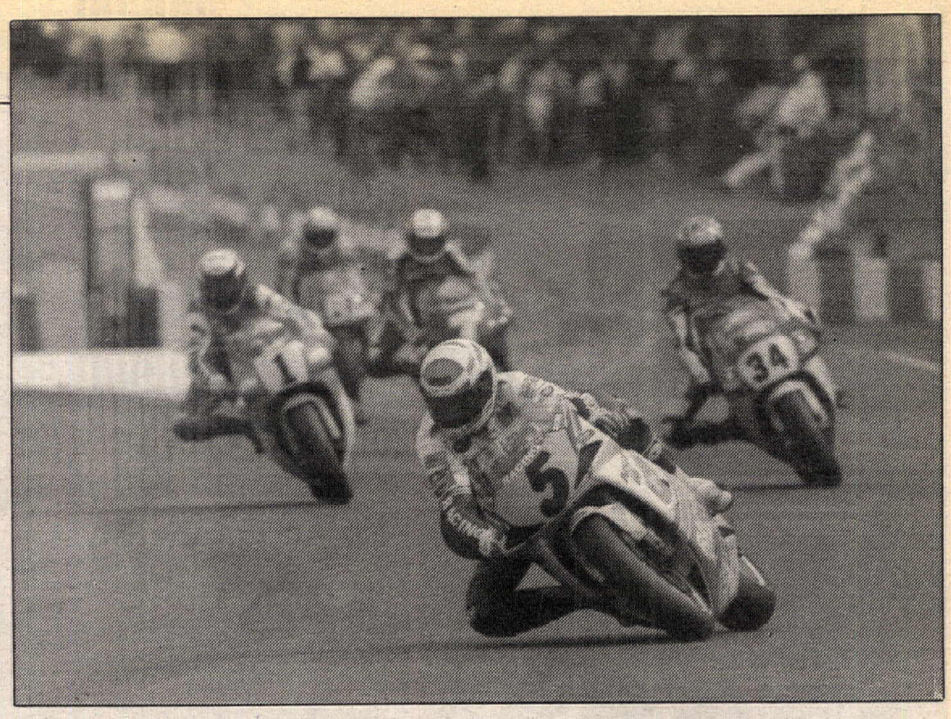
The battle became one for second, Rainey holding it until lap 17, and then Schwantz taking it back the next lap after turning in his fastest tour of the circuit. Garriga moved past Lawson on the 18th lap, with Mackenzie moving past Kocinski; Fogarty was eighth ahead of Chandler and Goddard.

Mackenzie's day ended on the 19th lap, his primary gear failing in the first of the double right Coppice Corners while in sixth. Oil from the engine soiled the track and alert corner workers immediately displayed the oil flag.

"I had a job to get by John (Kocinski), but once I had made it I was pulling clear pretty easily," the 31-year-old Scot said. "The new engine was doing so well until then that I felt confident that I was going to give a good account of myself in front of my home fans."

When Kocinski's engine let go on the front straight the results were considerably more dire. First Chandler slid off in the third-gear Redgate Corner, then, the following lap, was joined in the gravel pit by Fogarty and teammate Schwantz.

Kevin Schwantz was incensed at the lack of an oil flag at Redgate Corner.



Australian Wayne Gardner (5) won his first Grand Prix of the season in England.

Gardner nearly went down in front of Schwantz, then turned back to see him crash.

"I can't say whether I could have beaten Gardner, but I felt I'd be at least second, and I was ahead of Rainey which is what I needed for the championship," Schwantz said. "I was taking a tighter line than the others there, which must have been the same line as Kocinski. Anyway, I was on the brakes right on top of the oil, and the bike just went straight down."

Schwantz noticed that the corner worker wasn't displaying the oil flag and crossed the track to alert him.

"When I looked, he had the flag down between his knees. He was kind of raising it a little just as the bikes arrived at the corner as if to say, 'Oh, by the way, there's some oil right here.' "

His tire having begun to go off after the 20th lap, Rainey was beginning to push, but was slowed for three laps following the Schwantz spill by the oil. After that he ran out of time.

"He (Gardner) had me covered more than I had him covered," Rainey said. "He was a little better on the brakes, a little better off the corner. I was a little better mid-corner.

"He was riding different," Rainey said of Gardner's sudden resurgence. "I think he was amped up. He wanted to win a race before the end."

Lawson's second straight pole

They had an hour to get the job done, but in the second timed qualifying session, none of the other 29 riders could improve on the time set by Cagiva's Eddie Lawson in Friday's afternoon session, and the 34-year-old four-time World Champion had given the Italian marque their second pole ever.

"It's right up there," Lawson said comparing the constantly evolving Cagiva to his Japanese factory rivals. "I wouldn't say we're there, but we're a lot closer. I thought everybody would pick it up and go quicker."

Since he was never seriously challenged for top honors, Lawson was able to test a Dunlop rear tire, putting 23 laps on it without a problem.

"The latest 16 (inch rear tire) is the best rear we've got here. I think we'll go with that one in the race," said Lawson, who also earned the pole in Hungary.

He also tested a new anti-dive front fork, but wouldn't decide until after the morning warm-up whether he'd use it in the race.

"We need a start. If we get a start, I think we can run with those guys," he said.

Though his was the fastest time, it was slower than Kevin Schwantz's polesetting time of last year, as well as Wayne Gardner's time from 1990. The reason, according to Marlboro Team Roberts Yamaha's John Kocinski, was liquids dumped on the track from airliners leaving the adjacent East Midlands Airport, a long-held theory at the 2.5-mile long track.

"The track surface is part of the reason the times are slower than last year," Kocinski said. "I've never been real confident of the surface here. When you're out there in practice, planes are blowing black stuff all over you."

The 23-year-old from Modesto, California, said he knew that Dunlop would be fast at Donington, "But Michelin have worked hard and the improvements they've made since they were here last year have been massive. We're definitely on better stuff now and the big thing tomorrow is going to be whether Eddie's tires last 30 laps."

Kocinski's teammate, World Champion Wayne Rainey, sat next to him on the front row, just .38 seconds back after visibly struggling all weekend long. Rainey seemed to be fighting his machine in every corner, something he put to a front end problem.

"The big thing we've been doing here is working on the front end and we seem to have the front forks working well, so now we can adjust the rest of the bike," something that would have to be done in Sunday morning's 30-minute warm-up. "We're quite a bit slower than we were last year in qualifying, so we're still working on tire and chassis combinations and we've still got to choose our gearbox."

After announcing the previous day that he was retiring from GP racing at year's end, Rothmans Honda's Wayne Gardner set the fourth fastest time in the second session, though it was marred, like his career, by a crash.

The one-time Woologong Wild One tumbled in Redgate Corner, a third-gear right at the end of the front straight, late in the final session. He was more baffled than hurt, and quickly returned to the pits to finish out the practice.

"I did three laps and I thought, 'Fine, ready to go,' and the thing flipped me on my back. When we got it back to the pits it looked brand new. I went back out and did a '34 the next lap," Gardner said. "We were looking for harder tires for late-race performance. I won't pick that one because it doesn't come in quick enough."

Schwantz led off the second row on the Lucky Strike Suzuki, though he wasn't comfortable with the pace.

"We can't seem to find what we need to find," the 28-year-old Texan said. "The problem is that the front feels vague, and the bike is moving around on the fast corners. That zaps your confidence in the front wheel and you want to chuck it into the slow bends."

Next to Schwantz was Ducados Yamaha's Juan Garriga, the gaunt Spaniard having received one of the new revised firing order Yamaha engines for Saturday's practice and improving, though only marginally.

Carl Fogarty, one of Britain's two wild card entries, was seventh fastest, the three-time British Formula One TT Champion riding a 1993-spec Harris frame with a 1992 Yamaha engine to the best non-factory placing.

Scotland's Niall Mackenzie was eighth fastest on the Yamaha France/Banco mount, he, like Garriga, the recipient of the new droner motor for Saturday's sessions.

Lucky Strike Suzuki's Doug Chandler led off the third row and struggling, like Schwantz, with front end traction.

"The bike's not steering the way I like. I can't get it into the corners and when I do it runs wide," the 26-year-old Californian said. "I have no confidence going down the hill. I thought we were going in the right direction this morning then we went backwards in the afternoon."

Ten riders were on the same second atop the 250 practice board, Italian-mounted Aprilias taking the top three spots.

Telkor Valesi Racing's Pier-Francesco Chili was fastest, nipping teammate Max Biaggi by .022 secs. in clocking a 1:36.259 second lap, just off the mark of a year ago.

Chili said he felt he could have gone faster, but was testing the endurance of his tires and was held up by traffic. Teammate Biaggi was slowed by a front end chatter which wasn't remedied in time to take a shot at Chili.

Unlimited Jeans' Loris Reggiani was third fastest, his early-week flu having abated though still a concern in what would surely be a dogfight of a race.

Fourth fastest was HB Honda's Doriano Romboni given a Honda NSR250 works bike for the first time. The bike was shipped in from Japan and done up to look like the 1993 production RS250R. Sixth-fastest Loris Capirossi of the Team Pileri Marlboro squad also got one.

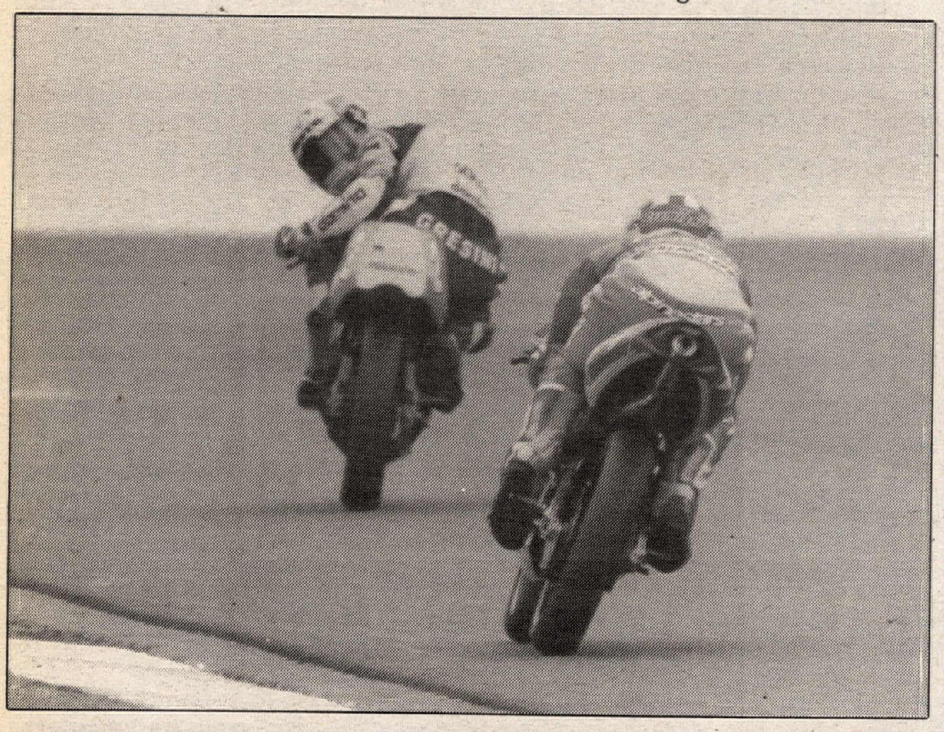
Between them, in fifth, was Rothmans Honda's World Championship leader Luca Cadalora. The 28-year-old Italian needed to finish fourth to clinch his second consecutive 250cc World Championship, but wasn't confident he could do it after practice.

"We have a lot of problems with the suspension and, basically, no one knows how to sort it out," Cadalora said. "Unless something can be done tonight that can be tested during the warm-up in the morning, I don't think I have much chance of getting a better position in the race."

ROAD RACE World Championship Road Race Series: Round 11

Max Biaggi (29), Loris Reggiani (13) and P.F. Chili in the 250cc GP; Chili won.

Winner Fausto Gresini takes a look back at Alessandro Gramigni in the 125cc GP.



"Once I caught them, it was pretty easy in the beginning. I thought I had a good chance then to win," Gardner said after winning his 18th career GP. "I got into the lead and saw if I could make a break and I couldn't. Kevin came by and once he got in the lead he slowed the pace down. I overtook him and I was fairly confident. And I went from there. About mid-race, I thought I could do it."

Garriga was third, five seconds behind Rainey and especially happy since he'd been battling a flu.

"My only thought today was to finish the race," the 29-year-old Spaniard said. "I've had a fever all weekend. With a result like that I hope I'm ill for the rest of the year."

Fourth went to Lawson, slowed toward the end by a deteriorating rear tire, but comfortably in front of Goddard who was racing mostly alone.

"I was just running around. It was lonely," the Australian, who was making his first start since breaking his wrist at Assen in June, said. "Randy (Mamola); I was chasing him, Doug (Chandler); I was chasing him, then it was just me."

Top Brit honors went to Rymer, the 25-year-old from Kent getting the last minute ride on the Padgetts Harris Yamaha of injured fellow Brit Simon Buckmaster. Fifteen minutes before free practice started on Friday morning Buckmaster decided he couldn't ride, his right forearm still in a cast, so some hasty fairing changing was done and Rymer was in.

"I just can't say how pleased I am," Rymer said. "Schwantz really helped me. I think if he hadn't been there waving the oil flag I would've gone down too."

Yamaha Motor France/Banco's Miguel Duhamel finished seventh for the second race in a row fighting an ill-handling machine all the way.

250cc GP

Max Biaggi got the jump on the field, leading an Italian procession of the first six places, the Aprilias the fastest of the bunch.

The sextet became a quartet after a few laps, Biaggia leading Reggiani, Chili, and Romboni making the most of his first ride on a factory Honda.

Chili made his move on the fifth lap, first past Reggiani into second after Reggiani nearly came off and briefly dropping him back to fourth, then into the lead passing Biaggi in the double right Coppice Corners at the far end of the course.

Once in the lead, the 28-year-old Chili began to pull away, with a three-rider dice taking place behind him involving Romboni, Biaggi and Reggiani. Cadalora was fifth, a position that would give him the World Championship, assuming Reggiani didn't make it up to the lead, something he wasn't likely to do since he didn't dispatch with Biaggi quickly enough.

At the halfway point of the 28-lap race it was Chili with nearly four seconds on Reggiani, Biaggi shadowing him in third, with Romboni and Cadalora within striking distance. Further back, Mitsui Yamaha's Jochen Schmid was in front of fellow German Helmut Bradl on the HB Honda.

The order in the top five didn't change until the 22nd lap, with Cadalora moving in front of Romboni, but it was on the 23rd that the race would change more dramatically. Biaggi, who'd been finding false neutrals in his gearbox all day, hit one as he was braking for the esses. When he let out the clutch, he was in a gear too low, the engine accelerated and spun him out.

That gave Reggiani a clear second place, a late charge closing the margin to 1.881 seconds, not enough to deny Chili his third win of the year.

"I got a good start, but then Loris looked like he might get away," Chili said. "I was in a hurry to make sure he couldn't make a break so I got by Doriano and Biaggi, and then Loris made a mistake. Once I'd got a few seconds lead on him I just worked at keeping it that way."

Romboni moved past Cadalora into third with four laps to go, crossing the line about 13 seconds behind Reggiani, but less than two-tenths in front of Cadalora, the 250cc World Champion content with fourth, a spot that ensured him his second title.

"For me it's the first time with a factory machine racing with Pier-Francesco, Reggiani, and Biaggi, and my first time at the front," Romboni said. "I'm very, very happy with this place."

Schmid was in Cadalora's wake in fifth, bemoaning his lack of power as the lone Yamaha works rider and the superiority of the Aprilias. "It just seems impossible to beat the Aprilias at the moment," he said.

"In the final phase of the race I was able to outbrake Cadalora twice, but Luca had the advantage on acceleration which is why he was able to get to the finish line in front of me."

Bradl was just back in sixth, Capirossi seventh on his first outing on the works NSR Honda, with Carlos Cardus eighth on the Repsol Honda. CN

Results

125cc QUALIFYING: 1. Bruno Casanova (1:42.344); 2. Kazuto Sakata (1:42.385); 3. Alessandro Gramigni (1:42.521); 4. Fausto Gresini (1:42.596); 5. Ralf Waldmann (1:43.142); 6. Hans Spaan (1:43.238); 7. Jorge Martinez (1:43.238); 8. Noburo Ueda (1:43.260); 9. Ezio Gianola (1:43.351); 10. Kinya Wada (1:43.352); 11. Oliver Petrucciani (1:43.523); 12. Oliver Koch (1:43.554); 13. Nobuyuki Wakai (1:43.752); 14. Carlos Giro (1:43.804); 15. Gabriele Debbia (1:44.187); 16. Alex Bronec (1:44.223); 17. Dirk Raudies (1:44.349); 18. Michel Stief (1:44.466); 19. T. Shimizu (1:44.472); 20. Julian Miralles (1:44.597); 21. Mauro Vitali (1:44.651); 22. Peter Oettl (1:44.675); 23. Ari Molenaar (1:44.699); 24. Luis Alvaro (1:44.861); 25. G. Palmieri (1:44.894); 26. R. Dunlop (1:45.050); 27. Heinz Leuthi (1:45.198); 28. Steven Patrickson (1:45.240); 29. Manuel Hernandez (1:45.340); 30. L. Bodelier (1:45.386); 31. Robin Appleyard (1:45.659); 32. Johnny Wickstrom (1:46.200); 33. N. Hodgson (1:46.271); 34. Peter Galvin (1:46.405); 35. Hans Abold (1:46.829); 36. Alex Waibel (1:47.397); 37. Fausto Ricci (1:48.631); 38. G. Fiorillo (1:48.799).

250cc QUALIFYING: 1. Pier-Francesco Chili (1:36.259); 2. Massamilliano Biaggi (1:36.281); 3. Loris Reggiani (1:36.399); 4. Loris Capirossi (1:36.761); 5. Helmut Bradl (1:36.962); 6. Jochen Schmid (1:37.106); 7. Doriano Romboni (1:37.280); 8. Luca Cadalora (1:37.340); 9. Carlos Cardus (1:37.551); 10. J.P. Ruggia (1:37.618); 11. Masahiro Shimizu (1:37.952); 12. Alberto Puig (1:38.069); 13. Carlos Lavado (1:38.170); 14. Andy Preining (1:38.188); 15. Paolo Casoli (1:38.534); 16. Wilco Zeelenberg (1:38.535); 17. Herri Torrontegui (1:38.697); 18. J.V.D. Goorbergh (1:38.759); 19. Ari Bosshard (1:38.961); 20. K. Kozono (1:38.965); 21. L. D'Antin (1:39.060); 22. Ian Newton (1:39.063); 23. Eric Suter (1:39.080); 24. P.V.D. Goorbergh (1:39.119); 25. Harald Eckl (1:39.157); 26. Bernd Haenggeli (1:39.191); 27. J. Kuhn (1:39.283); 28. Ari Stadler (1:39.336); 29. Renzo Colleoni (1:39.399); 30. F. Protat (1:39.653); 31. Stefan Prein (1:39.895); 32. Bernard Cazade (1:39.940); 33. Ezio Korpiaho (1:40.010); 34. M. Gallina (1:40.352); 35. Yves Briguet (1:40.379); 36. J. Haydon (1:40.481); 37. Bernd Kassner (1:40.916).

500cc QUALIFYING: 1. Eddie Lawson (1:33.814); 2. John Kocinski (1:34.042); 3. Wayne Rainey (1:34.080); 4. Wayne Gardner (1:34.196); 5. Kevin Schwantz (1:34.353); 6. Juan Garriga (1:34.581); 7. Carl Fogarty (1:34.860); 8. Niall Mackenzie (1:35.031); 9. Doug Chandler (1:35.036); 10. Alex Criville (1:35.234); 11. Randy Mamola (1:35.292); 12. Jamie Whitham (1:35.725); 13. Peter Goddard (1:35.857); 14. Dominique Sarron (1:36.296); 15. Eddie Laycock (1:36.472); 16. Kevin Mitchell (1:36.789); 17. Corrado Catalano (1:36.824); 18. Michael Rudroff (1:36.986); 19. Miguel DuHamel (1:37.152); 20. Terry Rymer (1:37.656); 21. S. David (1:38.173); 22. T. Arakaki (1:38.572); 23. Bruno Bonhuil (1:38.773); 24. Niggi Schmassman (1:39.094); 25. Peter Graves (1:39.297); 26. Cees Doorakkers (1:39.344); 27. L. Pedercini (1:39.881); 28. Marco Papa (1:41.601); 29. S. Doppler (1:42.363); 30. Andreas Luethe (1:42.378).

125cc GP: 1. Fausto Gresini (Hon); 2. Alessandro Gramigni (Apr); 3. Noburo Ueda (Hon); 4. Dirk Raudies (Hon); 5. Bruno Casanova (Apr); 6. Kazuto Sakata (Hon); 7. Ralf Waldmann (Hon); 9. Kinya Wada (Hon); 10. Nobuyuki Wakai (Hon); 11. Michel Stief (Hon); 12. Ezio Gianola (Hon); 13. Carlos Giro (Apr); 14. Gabriele Debbia (Hon); 15. Julian Miralles (Hon); 16. Heinz Leuthi (Hon); 17. Maurizio Vitali (Gaz); 18. Luis Alvaro (Apr); 19. Robin Appleyard (Hon); 20. Arie Molenaar (Apr); 21. Steven Patrickson (Hon); 22. G. Palmieri (Hon); 23. Peter Galvin (Hon); 24. Johnny Wickstrom (Hon); 25. Hans Abold (Hon); 26. N. Hodgson (Hon); 27. Guiseppe Fiorillo (Yam); 28. T. Shimizu (Hon); 29. R. Dunlop (Hon); 30. Manuel Hernandez (Apr); 31. Alain Bronec (Hon); 32. Alfred Waibel (Hon); 33. Peter Oettl (Rot); 34. Oliver Petrucciani (Hon); 35. Fausto Ricci (Yam); 36. Hans Spaan (Apr).
Time: 44 min., 46.145 sec.
Distance: 26 laps, 64.85 miles.
Average Speed: 86.911 mph.
Margin of Victory: 3.255 sec.
Fastest Lap: Noburo Ueda, 1:42.405/87.684 mph.

250cc GP: 1. Pier-Francesco Chili (Apr); 2. Loris Reggiani (Apr); 3. Doriano Romboni (Hon); 4. Luca Cadalora (Hon); 5. Jochen Schmid (Yam); 6. Helmut Bradl (Hon); 7. Loris Capirossi (Hon); 8. Carlos Cardus (Hon); 9. Masahiro Shimizu (Hon); 10. Herri Torrontegui (Suz); 11. P.V.D. Goorbergh (Apr); 12. Bernd Kassner (Apr); 13. Carlos Lavado (Gil); 14. Andy Preining (Apr); 15. Paolo Casoli (Yam); 16. Andrian Bosshard (Apr); 17. Katsuyoshi Kozono (Hon); 18. J. Kuhn (Hon); 19. Frederic Protat (Apr); 20. Bernard Cazade (Hon); 21. Errka Korpiaho (Apr); 22. Yves Briguet (Hon); 23. M. Gallina (Yam); 24. Massamiliano Biaggi (Apr); 25. Alberto Puig (Apr); 26. Harald Eckl (Apr); 27. J. Haydon (Hon); 28. Bernard Haenggeli (Apr); 29. Adi Stadler (Hon); 30. J.V.D. Goorbergh (Apr); 31. Ian Newton (Hon); 32. Eskil Suter (Apr); 33. Wilco Zeelenberg (Suz); 34. Luis D'Antin (Hon).
Time: 45 min., 17.158 sec.
Distance: 28 laps, 69.839 miles.
Average Speed: 92.528 mph.
Margin of Victory: 1.881 sec.
Fastest Lap: P.F. Chili, 1:35.857/93.674 mph.

500cc GP: 1. Wayne Gardner (Hon); 2. Wayne Rainey (Yam); 3. Juan Garriga (Yam); 4. Eddie Lawson (Cag); 5. Peter Goddard (Yam); 6. Terry Rymer (Yam); 7. Miguel DuHamel (Yam); 8. Michael Rudroff (Yam); 9. Dominique Sarron (Yam); 10. Toshiyuki Arakaki (Yam); 11. Serge David (Yam); 12. Bruno Bonhuil (Yam); 13. Niggi Schmassman (Yam); 14. Peter Graves (Yam); 15. Cees Doorakkers (Yam); 16. Marco Papa (Yam); 17. Kevin Schwantz (Suz); 18. Carl Fogarty (Yam); 19. John Kocinski (Yam); 20. Doug Chandler (Suz); 21. Niall Mackenzie (Yam); 22. Randy Mamola (Yam); 23. Josef Doppler (Yam); 24. Jamie Whitham (Yam); 25. Corrado Catalano (Yam); 26. Eddie Laycock (Yam); 27. Kevin Mitchell (Yam); 28. L. Pedercini (Yam); 29. Andreas Leuthe (Yam); 30. Alex Criville (Hon).
Time: 47 min., 38.373 sec.
Distance: 30 laps, 74.827 miles.
Average Speed: 94.24 mph.
Margin of Victory: 0.855 sec
Fastest Lap: Wayne Rainey, 1:34.194, 95.328 mph.

SIDECAR GP: 1. Biland/Waltisperg (LCR); 2. Dixon/Hetherington (LCR); 3. Webster/Simmons (LCR); 4. Bohnhorst/Hiller (LCR); 5. Egloff/Egloff (LCR); 6. Guedel/Guedel (LCR); 7. Kumagaya/Hougton (LCR); 8. Brindley/Roche (LCR); 9. Streuer/Brown (LCR); 10. Bosiger/Leibundgut (LCR); 11. Wyssen/Wyssen (LCR); 12. Gallros/Berglund (LCR); 13. Koster/Egli (LCR); 14. Wright/Hill (LCR); 15. Fisher/Crone (LCR); 16. Lausletho/Levinsen (LCR); 17. Abbott/Smith; 18. Van Kempen/De Haas (LCR); 19. Reddington/Andreasen (LCR); 20. Baker/Prior (LCR); 21. Brindley/Whiteside (LCR); 22. Knight/Jackson (LCR).
Time: 42 min., 55.364 sec.
Distance: 26 laps, 64.850 miles.
Average Speed: 87.726 mph.
Margin of Victory: 20.526 sec.
Fastest Lap: Biland/Waltisperg, 1:37.863, 88.794 mph.

125cc WORLD C'SHIP POINT STANDINGS: 1. Alessandro Gramigni (110): 2. Fausto Gresini (108); 3. Ralf Waldmann (106); 4. Ezio Gianola (101); 5. Bruno Casanova (86); 6. Dirk Raudies (61); 7. Gabriele Debbia (58); 8. Nobuyuki Wakai (49); 9. Jorge Martinez (48); 10. Noburo Ueda (45); 11. Kinya Sakata (42); 12. Carlos Giro (22); 13. (TIE) Peter Oettl/Hans Spaan (10); 15. (TIE) A. Saito/Oliver Koch (8); 17. (TIE) T. Shimizu/K. Wada (5); 19. Y. Fujiwara (4); 20. Stefan Kurfiss (3).

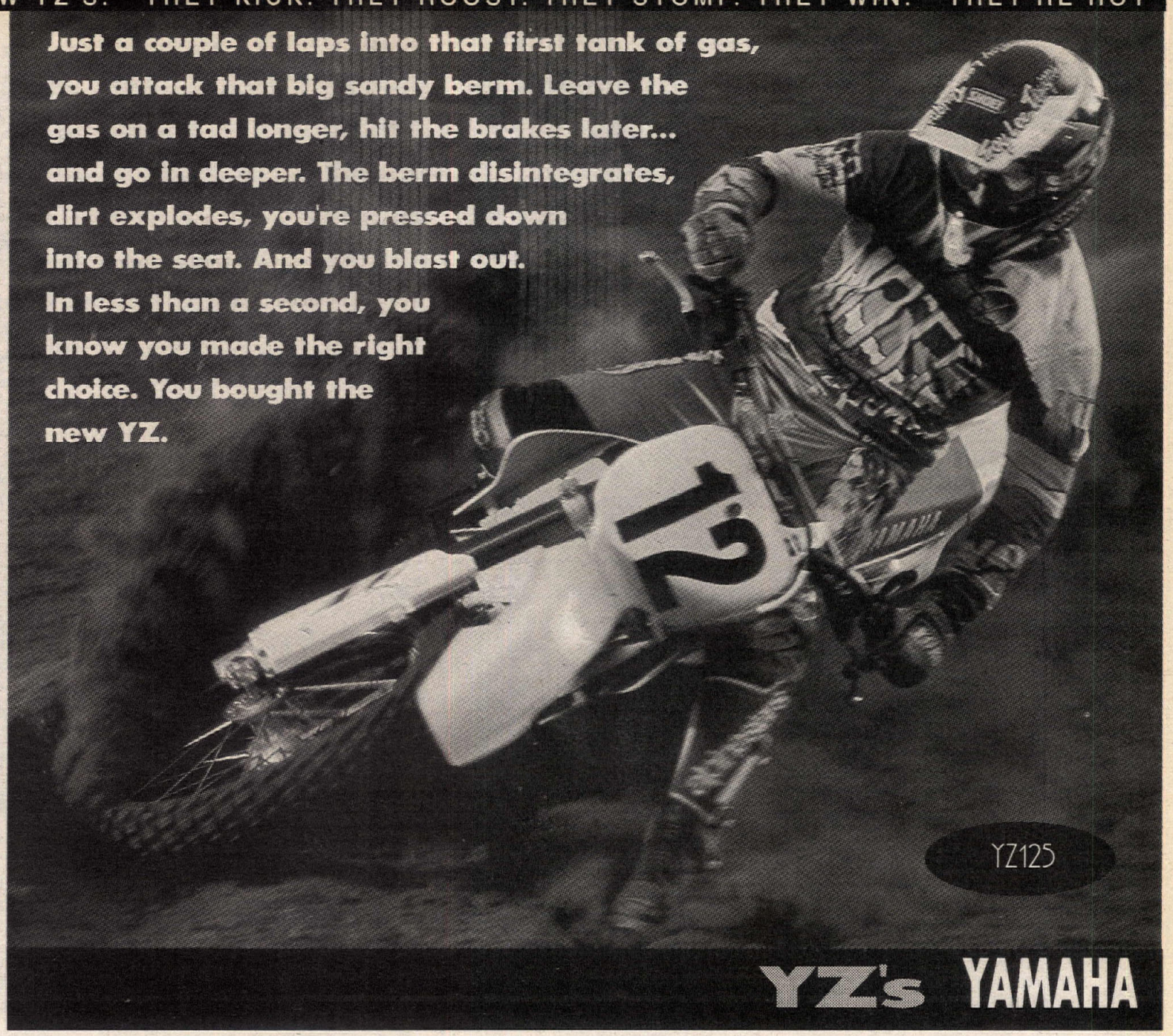
250cc WORLD C'SHIP POINT STANDINGS: 1. Luca Cadalora (177); 2. Loris Reggiani (132); 3. P.F. Chili (107); 4. Helmut Bradl (73); 5. Alberto Puig (68); 6. Carlos Cardus (48); 7. (TIE) Masahiro Shimizu/Jochen Schmid (46); 9. Max Biaggi (43); 10. Wilco Zeelenberg (38); 11. Doriano Romboni (33); 12. (TIE) T. Okada/Loris Capirossi (15); 14. N. Aoki (12); 15. Herri Torrontegui (8); 16. (TIE) Nobuyuki Wakai/Andy Preining/Carlos Lavado/J.P Ruggia (4); 20. (TIE) K. Nanba/Paolo Casoli (3).

500cc WORLD C'SHIP POINT STANDINGS: 1. Michael Doohan (130); 2. Wayne Rainey (108); 3. Kevin Schwantz (87); 4. Doug Chandler (72); 5. John Kocinski (67); 6. Juan Garriga (60); 7. Eddie Lawson (56); 8. Wayne Gardner (53); 9. Alex Criville (49); 10. Randy Mamola (44); 11. Niall Mackenzie (32); 12. Alex Barros (26); 13. Miguel DuHamel (24); 14. (TIE) Daryl Beattie/Peter Goddard (18); 16. S. Ito (10); 17. (TIE) K. Ohishi/Terry Rymer (6); 19. Corrado Catalano (5); 20. Eddie Laycock (4).

SIDECAR WORLD C'SHIP POINT STANDINGS: 1. Webster (92); 2. Biland (83); 3. Klaffenbock (66); 4. Kumagaya (39); 5. Streuer (37); 6. Bohnhorst (36); 7. (TIE) Dixon/Guedel (30); 9. Brindley (19); 10. Egloff (18); 11. Abbott (14); 12. Bosiger (11); 13. (TIE) Wyssen/Brindley (4); 15. (TIE) Baker/Lausletho/Van Kempen (1).

THE NEW YZ'S. THEY KICK. THEY ROOST. THEY STOMP. THEY WIN. THEY'RE HOT

The new YZ line. Once again, Yamaha is out in front. This year, there's a totally new YZ80, plus some major break-throughs on the YZ125 & 250. ❑ They're all incredibly slim, especially around the fuel tank and seat area ❑ And they're stronger. These ultra-slim frames have up to 50% more rigidity for more racing precision and rider finesse. ❑ All three YZ's are jam-packed with innovative features, like the unique air intake system that draws air through a rear fender channel so the engine gets clean, cool air. ❑ There's bigger brakes for better stopping. Newly designed exhaust pipes for wider powerbands. Plus new suspension linkage to put all that power to the ground. ❑ And each new YZ comes with something else totally unique in the motocross world - a 30-day warranty. ❑ The new YZ's. In just a second, you'll know you made the Number One choice. ❑



See the 1993 Yamaha YZ's at these Participating Dealers

AZ GLENDALE
Metro Motorcycle & Marine
5115 W. Bell Rd.
Glendale, AZ 85306
(602) 843-5000

CA ANAHEIM
Anaheim Yamaha
616 E. Ball Rd.
Anaheim, CA 92805
(714) 563-1700

BEAUMONT
Beaumont Yamaha Kawasaki
680 Beaumont Ave.
Beaumont, CA 92223
(714) 845-4882

BERKELEY
Berkeley Yamaha
735 Gilman St.
Berkeley CA 94710
(510) 525-5525

BURBANK
Burbank Yamaha
1801 W. Burbank Blvd.
Burbank, CA 91506
(818) 845-8738

CUCAMONGA
Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga, CA 91730
(714) 987-2411

FAIRFIELD
Fairfield Cycle Center
1370 Holiday Lane
Fairfield, CA 94533
1 (800) 773-3150 or (707) 422-3150

FONTANA
John Burr Cycles
9008 Sierra
Fontana, CA 92335
(714) 823-1338

GILROY
Gilroy Motorcycle Center
7661 Monterey St.
Gilroy, CA 95020
(408) 842-9955

GOLETA
Santa Barbara Yamaha-Suzuki
340 Pine Ave.
Goleta, CA 93117
(805) 964-7714

HEMET
Hemet Cycle Center
41931 East Florida
Hemet, CA 92544
(714) 925-2607

HOLLYWOOD
"The Performers"
Del Amo Hollywood
1339 Highland Blvd.
Hollywood, CA 90045
(213) 962-5522

IMPERIAL BEACH
Smitty's Kaw.-Yam.Cycle Ctr.
730 Palm Avenue
Imperial Beach, CA 91932
(619) 423-0073

LAGUNA NIGUEL
Mission Yamaha
27622 Camino Capistrano
Laguna Niguel, CA 92677
(714) 582-0351

MERCED
Hon.-Kaw.-Yam. of Merced
64 W. 16th St.
Merced, CA 95340
(209) 722-8055

MURRIETA
Yamaha of Temecula
26860 Jefferson Ave., Suite A
Murrieta, CA 92362
(714) 698-4123

NATIONAL CITY
South Bay Motorsports
1 W. 35th St.
National City, CA 91950
(619) 420-2300

ONTARIO
Montclair Yamaha
11195-1 Central Ave.
Ontario, CA 91762
(714) 628-4748

POWAY
Alba Yamaha
13860 Poway Rd.
Poway, CA 92064
(619) 486-4380

REDONDO BEACH
"The Performers"
Del Amo Yamaha
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
Kearny Mesa Yamaha
8063 Balboa Ave.
San Diego, CA 92111
(619) 292-5454

SAN MATEO
Yamaha of San Mateo
521 E. 5th Ave.
San Mateo, CA 94402
(415) 348-7100

SAN RAFAEL
San Rafael Yamaha
933 Francisco Blvd. East
San Rafael, CA 94901
(415) 456-0335

SEASIDE
Yamaha-Suzuki Sports Center
1580 Del Monte Blvd.
Seaside, CA 93955
(408) 899-2401

STOCKTON
Stockton Honda-Yamaha
3200 N. Westlane
Stockton, CA 95204
(209) 465-3200

THOUSAND OAKS
Thousand Oaks Yamaha-Kawasaki
2388 Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

TORRANCE/LOMITA
T & O Yamaha-Honda
24020 Narbonne Ave.
Torrance/Lomita, CA 90717
(310) 534-2311

VALLEJO
R & J
510 Couch St.
Vallejo, CA 94589
(707) 643-2548

WOODLAND HILLS
Kolbe Cycle Sales
22123 Ventura Blvd.
Woodland Hills, CA 91364
(818) 348-7865

YUBA CITY
Yamaha Sports Center
2530 Colusa Hwy.
Yuba City, CA 95993
(916) 673-5676

CO FT. COLLINS
Yamaha Perf. Ctr. of Ft. Collins
327 S. Link Lane.
Ft. Collins, CO 80524
(303) 498-8858

LAKEWOOD
Cycles West Inc.
8000 W. Colfax Ave.
Lakewood, CO 80215
(303) 239-8100

LONGMONT
Twin Peaks Yamaha
23 S. Main St.
Longmont, CO 80501
(303) 651-0700

CT CHESIRE
Willow's Kawasaki-Yamaha
1555 Highland Ave. (Rt. 10)
Cheshire, CT 06410
(203) 272-7201

FL BRADENTON
Pro-Cycle & Watersports
3300 Cortez Road West
Bradenton, Fl 34207
(800) 393-4754

YAMAHA

When Damon Bradshaw helped design the new YZ250 and YZ125, he only asked for three things: make them faster on the straightaways, stronger out of the corners and smoother over the whoops. He got it all. ❑ Both engines have more power, thanks to new, high velocity cylinder porting and new power valve shapes, plus refined head dome designs and a radical new exhaust pipe that utilizies sonic waves to boost horsepower. ❑ Since they're putting out more muscle, both are equipped with larger radiators for consistent temperatures at racing speeds. Plus there's a bigger airbox, with a unique under-seat intake duct, to feed the engine big gulps of cool, fresh oxygen. ❑ The new frames have almost 50% more rigidity, yet still maintain their ultra light weight. And a new Deltabox swingarm, along with a new advanced shock linkage system, improve both handling and ground clearance, especially on whoop-infested tracks. ❑ Since the YZ250 and YZ125 have more performance, the suspension was also refined. The front forks have new valving for quicker response and a smoother ride. And the rear shock's adjustment settings are more responsive and more noticable, so you can fine-tune the suspension quicker and easier. ❑ The whole machine is slimmer, faster and smoother. ❑ The new YSR250 and 125. They're faster, stronger and tougher. Just what Damon asked for. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

GAINESVILLE
Streit's Honda Kawasaki Yamaha
4820 N.W. 13 Street
Gainesville, Fl 32609
(904) 376-2637

HOLLY HILL (DAYTONA)
Daytona Fun Machines Honda-Kawasaki-Yamaha
450 Ridgewood Ave.
Holly Hill (Daytona), FL 32117
(904) 238-0888

KISSIMMEE
Kissimmee Yamaha-Suzuki
2390 N. Highway 441
Kissimmee, FL 34744
(407) 846-3232

MIAMI
Motoport U.S.A.
1200 N.W. 57 Ave.
Miami, FL 33126
(305) 264-4433

ORLANDO
Cycle Sports Center, Inc.
4001 John Young Pkwy.
Orlando, FL 32804
(407) 299-9191

POMPANO BEACH
Riva Yamaha
3801 N. Dixie Hwy.
Pompano Beach, FL 33064
(305) 785-4820

WEST PALM BEACH
Honda-Yamaha of Palm Beach
2353 N. Military Tr.
West Palm Beach, FL 33409
(407) 683-1642

GA ALBANY
Honda-Yamaha of Albany
2801 Pointe North
Albany, GA 31707
(912) 883-5720

BLUE RIDGE
Blue Ridge Yamaha
Appalachian Hwy
Blue Ridge, GA 30513
(706) 632-8700

CANTON
Yamaha of Canton
9450 Knox Bridge Hwy - Hwy 20 W
Canton, GA 30114
(404) 479-3340 or 479-4501

FAYETTEVILLE
Cycle Specialty
1852 GA Hwy. 85
Fayetteville, GA 30214
(404) 461-3541

IL COLLINSVILLE
Collinsville Yamaha
504 Vandalia
Collinsville, IL 62234
(618) 345-9889

DOWNERS GROVE
DGY Racing
330 Ogden Ave.
Downers Grove, IL 60515
(708) 971-2602

LIBERTYVILLE
Northern Illinois Hon.-Yam.-Suz.
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110

OTTAWA
Leipold Motor Sales Inc.
Rt. #6 East
Ottawa, IL 61350
(815) 433-0713

WOODSTOCK
Cycle Craft Yamaha
1000 S. Eastwood Dr.
Woodstock, IL 60098
(815) 338-6454

IN NEW ALBANY
Suz.-Yam. of New Albany, Inc
1801 E. Spring Street
New Albany, IN 47150
(812) 945-2636

MA PHILLIPSTON
Cycle Design
Route 2A
Phillipston, MA 01331
(508) 249-2244

QUINCY
Freddy's Cycle Center
92-94 Franklin Street
Quincy, MA 02169
(617) 847-0001

MD BALTIMORE
Pete's Cycle Company
5001 Hartford Road
Baltimore, MD 21214
(410) 254-9611

HAGERSTOWN
Twigg Cycles Inc.
34 N. Cannon Ave.
Hagerstown, MD 21740
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Hastings, MI 49058
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Hillsdale, MI 49242
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Bright Kawasaki-Yamaha
3954 & 3955 Dix
Lincoln Park, MI 48146
(313) 382-1220

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Festus, MO 63028
1 (800) 748-8454

WASHINGTON
J & W Cycles
Hwy. 47
Washington, MO 63090
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W. QUINCY
TNT Action Sports
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W. Quincy, MO 63471
(314) 393-2226

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Hudson, NH 03051
(603) 882-1573

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Lee, NH 03824
(603) 868-7550

NC FAYETTEVILLE
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Fayetteville, NC 28303
(919) 864-1101

GARNER
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807 US 70 E
Garner, NC 27529
(919) 772-5979

GASTONIA
Hamme Hon.-Yam.-Kaw.
319 N. Broad St.
Gastonia, NC 28054
(704) 866-4110

HENDERSON
Brewer Cycles Inc.
U.S. 158 West Bypass
Henderson, NC 27536
1 (800) 368-2580

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1715 East Dixon Blvd.
Shelby, NC 28150
(704) 482-5946

YAMAHA

The all new YZ80 is screaming proof that small is very serious. ❑ Totally new from ground up, it has a stronger, more powerful crankcase reed valve engine, with a cylinder that's impregnated with ceramic composites for better heat dissipation and longer life. ❑ There's all new gear ratios designed for the demands of bigger tracks. And a beefy, large clutch with an easier pull ratio. It's so tough, it won't fade under constant use. ❑ The YZ80 now has massive inverted front forks with unique spring rates and valving for the ultimate in stable steering and smoothness. And a new rear shock with a new spring and damping settings for rough conditions.❑ Just like the bigger bikes, it's complete with a computer designed aluminum Deltabox swingarm for precision handling. ❑ The all new YZ80 has a high rigidity frame which allows larger riders to go faster without frame flex. The new YZ80. It doesn't just look like the bigger bikes-it performs like one too. It's exactly what you need to track down the big trophies. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

ND FARGO
University Motors
1920 12th Ave. No.
Fargo, ND 58102
(701) 235-6478

NJ BOUND BROOK
Rick's Cycle Center Inc.
14-16 W. Main St.
Bound Brook, NJ 08805
(908) 356-1193

LODI
Bergen Sport Cycles Inc.
30 Route 46 East
Lodi, NJ 07644
(201) 641-0100

HAMMONTON
Motion Enterprises
Honda-Yamaha-Kawasaki-Suzuki
629 White Horse Place
Hammonton, NJ 08037
(609) 561-8181

PASSAIC
F.W. Speer Yamaha
7 Main Ave.
Passaic, NJ 07055
(201) 778-6256

PLEASANTVILLE
Motion Ent. Hon-Yam-Kaw-Suz
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

POMPTON PLAINS
Kawasaki-Yamaha Sport Center
566 Rt. 23 North
Pompton Plains, NJ 07444
(201) 831-1930

RAMSEY
Yam.-Kaw.-Suz. of Ramsey
995 Rt. 175
Ramsey, NJ 07446
(201) 825-3333

NY WATKINS GLEN
Lanes Yamaha Inc.
3500 Rt. 14
Watkins Glen, NY 14891
(607) 535-7574

OH CANFIELD
Andrews Yam.-Kaw.-Suz.
4546 St. Rt. 224
Canfield, OH 44406
(216) 533-2241

CINCINNATI
Beechmont Yamaha
600 Mt. Moriah Drive
Cincinnati, OH 45245
(513) 752-0088

COLUMBUS
ASK
3988 E. Broad St.
Columbus, OH 43213
(614) 235-7733, 871-3711

COLUMBUS
Hinds Kawasaki-Yamaha
2600 N. High St.
Columbus, OH 43202
(614) 267-0318

GROVE CITY
ASK Yamaha
2460 Old Stringtown Road
Grove City, OH 43123
(614) 871-3711

LANCASTER
Lancaster Sport Cycles
1830 Old Logan Rd.
Lancaster, OH 43130
1 (800) 767-7394

TOLEDO
Honda East Yamaha Suzuki
1230 Conant St.
Toledo, OH 43537
(419) 891-1230

SALEM
Andrews Hon.-Suz.-Yam.-Kaw.
13134 St. Rt. 62
Salem, OH 44460
(216) 332-8534

OK MOORE
Yamaha of Oklahoma
2210 S. Service Rd.
Moore, OK 73160
(405) 793-8600

OR BEAVERTON
Beaverton Honda Yamaha
12520 SW Canyon Rd.
Beaverton, OR 97005
(503) 643-5577

HERMISTON
Honda-Yamaha
Cycletown-Watersports
Hwy 395
Hermiston, OR 97838
(503) 567-8919

GRESHAM
Yamaha Sports Plaza
1989 E. Powell
Gresham, OR 97080
(503) 666-7091

PA ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

BLOOMSBURG
Speed & Sport Inc.
U.S. 11 South
Bloomsburg, PA 17815
(717) 784-6831

BROOMALL
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(615) 893-0150, 1 (800) 341-1681

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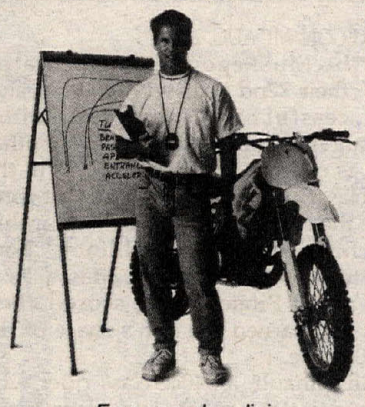

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**Works stand not included in YZ250 kit. Works kit subject to availability. Allow 6 to 8 weeks for delivery. Must take delivery of 1993 model YZ80, 125 or 250 by December 31 1992. Dealer participation may affect availability. Free Ricky Johnson clinic available with new and non-current YZ or WR models purchased between 9/1/92 and 5/31/93. Limited warranty does not apply to units being raced.*

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. ❑ Always remember to review your Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained.❑ Never ride a YZ on paved surfaces or public road; never carry passengers; never engage in stunt riding; avoid excessive speed. YZ's are intended for closed course competition only. ❑ Provide parental supervision when a motorcycle is being operated by a minor. ❑ Beginners should be extremely cautious, and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them.❑ Please be resonsible and "tread lightly". ❑ Do not drink and ride. It is illegal and dangerous. ❑ Professional riders depicted on a closed course. ❑ Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further Information regarding the MSF course, please call 1-800-447-4700. ❑

Model	YZ250	YZ125	YZ80
Engine Type	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single
Bore x Stroke	68.0 x 68.8mm	56.0 x 50.7mm	47.0 x 47.8mm
Compression Ratio	9.0-10.8:1	9.1-10.3:1	8.6:1
Carburetion	Mikuni TM38SS	Mikuni TM35SS	Mikuni VM26SS
Transmission	5-speed	6-speed	6-speed
Seat Height	39.3"	39.3"	33.6"
Wheelbase	58.9"	57.7"	49.5"
Ground Clearance	15.5"	15.6"	13.7"
Dry Weight	214 lbs.	193 lbs.	146 lbs.
Fuel Capacity	2 gal.	2 gal.	1.3 gal.
Front Suspension	Telescopic 12.2"	Telescopic 12.2"	Telescopic 10.8"
Rear Suspension	Monocross 12.8"	Monocross 12.8"	Monocross 11"
Front Brakes	245mm disc	245mm disc	220mm disc
Rear Brakes	220mm disc	220mm disc	190mm disc
Front Tires	80/100-21	80/100-21	70/100-17
Rear Tires	110/90-19	100/90-19	90/100-14
Colors	White/Purple	White/Purple	White/Purple

30 day limited warranty. Limited warranty does not apply to units for racing. Warranty terms are limited. See your Yamaha dealer for details. Specifications to change withour notice. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

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Forest Lane Yamaha
2905 Forest Lane
Garland, TX 75042
(214) 276-5026

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The Brothers
Honda, BMW, Yamaha, Ducati
5205 First Street
Bremerton, WA 98312
(206) 479-6943

KIRKLAND
Eastside Motorsports
11414 - 120th Ave. N.E.
Kirkland, WA 98033
(206) 821-8755

LYNNWOOD
Lynwood Yamaha Inc.
20420 Hwy 99 P.O. Box 9
Lynnwood, WA 98046
(206) 774-0505

WI MILWAUKEE
Panetti Yamaha
7020 N. 76 St.
Milwaukee, WI 53223
(414) 466-4612

HOUSTON
House of Wheels
3511 Houston Ave.
Houston, TX 77009
(713) 869-9136

ENUMCLAW
Enumclaw Suz.-Kaw.-Yam.
408 Roosevelt
Enumclaw, WA 98022
(206) 825-4502

LONGVIEW
Longview Honda/Yamaha
1113 Vandercook Way
Longview, WA 98632
(206) 636-1220

TACOMA
Tacoma Yamaha
1222 S. Sprague
Tacoma, WA 98405
1 (800) 640-2196 or (206) 383-BIKE

YAMAHA

Chatterton, Pinsonnault score Muskegon win

By Timothy G. Hall

MUSKEGON, MI, AUG. 2

The Muskegon M.C. celebrated their 72nd year with another successful National Hillclimb Invitational. This event, held every other year, is open to the top 15 riders in the two classes - 540cc and 800cc - that comprise the AMA National Championship Hillclimb Series. Avon, Illinois' Tom Chatterton, and Ludlow, Massachussetts' Paul Pinsonnault, scored class wins and earned the lion's share of the $8000 purse.

Pinsonnault, a 540cc class rider who has run a close points and place battle all year with 1991 champ Tim Frazier, made it up the 300-plus foot hill in a brisk 5.227 seconds. Chatterton, meanwhile, clocked a 5.097-second run win in the 800cc class.

The event was held on a well-groomed hill that comes jutting up from Lake Michigan. Over the top, it quickly descended to the banks of the lake. The running order, unlike the blind draw at a typical point-earning event, was run with the lowest point rider starting, and ascending to the top point rider. Being an invitational, no points were earned toward the overall season championship. Three rounds were run for each class, unlike two at most other hillclimbs. Eligibility to compete was based upon the riders' past two years' total points, with the top 15 from each class permitted to run.

The 540cc machines started the show, with Indianapolis' Mike Pulver breaking the lights aboard his Kawasaki single in under six seconds. Pulver, who is currently tied for 10th place with rookie Aaron Brown in the National Championship, kept fast time until Larry Licht's BSA undercut him with a 5.795. Licht, though, cleared the top with too much power and separated from the bike on the peak. He took a few bumps, but made it back for rounds two and three.

The times continued to drop as the higher ranked riders got their chance at the hill, which was a grass and clay covered run - nearly smooth except for two jumps that divide it into thirds.

Scott Everett, seventh ranked for the year, put in a sluggish 6.158, but would run increasingly faster in subsequent rounds.

Fourth-ranked Ted Wilkins also put in a slow first run at 6.366 seconds. Wilkins suspected a failing power pack, but that wasn't the answer. He adjusted his carburetor, and sat tight until the next round; that second run would prove to be his best. Wilkins left the gate open for second-ranked Paul Pinsonnault. Pinsonnault has frequently beat National Champion Tim Frazier on this hill, and he went to the front of the pack with a 5.670-second run. It was the last rider, though, who ended up first, with points leader Frazier taking his recently rebuilt BSA through the lights in 5.502 seconds.

Round two for the 540s left most riders with times worse than their first attempt. Typically, as a hill gets rutted the runs get faster, but not today. Alan Hoskins did slip in a 5.517, his best for the day. But most riders didn't break six. Arkport, New York's Steve Dresser pushed his Suzuki over the top in his best run for the day at 5.749. The day had to be disappointing for Dresser, who has remained in the top three in points the whole season.

Wilkins had a much cleaner and more powerful second run to the top, bringing in a 5.753-second run on his Rotax-powered hillclimber.

The second round belonged to Pinsonnault. He took his nitro-alcohol burning Honda to the test on his fastest run of 5.227, bumping him to the front of the pack. Pinsonnault got a very good holeshot and rode tight to the hill, not losing any time through the breakers and staying on the ground with a straight ascent to the top. His run was so smooth that it was deceiving: it looked slower because of its very straight course up the hill. To the spectators, some of the fastest, best executed runs don't appear as fast as the looser, hopping runs. Once again, Frazier would be in second place, and under pressure to catch Pinsonnault. He did improve on round one, but got too much height over the second jump and turned in a 5.282, about six-hundredths behind Pinsonnault.

The bigger class, 800cc bikes, would turn the fastest times on this hill. Steve Krauter, who ranks 11th in points so far this season, opened the event in style with a stunning climb of 5.157. Krauter, who is known for aggressive and loose riding, was extremely clean in his execution, and took his Harley-Davidson over the breakers so quickly that his course stayed true through the timers. However, his excess momentum took him past the timers to the safety net and he flew off the bike, but was okay.

None of the veteran riders would touch him in the opening rounds. Canada's Wade Williams had major traction problems at the second breaker, and crashed out at the 190-foot marker. Tom Reiser came closest to Krauter with a 5.252.

"When I came into that hole (the first few feet), I came out of the pit as strong as I could. I was even carrying the wheel so I thought I had the traction," Reiser said. "I let the throttle off a little bit, let the wheel down, turned it back on and rode it clean through the jumps, through the lights and thought I had it. I came up two-tenths short!" Reiser's time was second best as Lou Gerencer Jr., last season's champ, turned a 5.447. It was brother-in-law Jeff Yoder, of the Indiana's Pro Hillclimb Team who turned up the heat, bumping Reiser to third for the round with a 5.251. Yoder's Harley-Davidson made a smooth climb right up the center, but was still a full tenth behind Krauter. The tough competitive spirit of the Williams family from Canada, was unable to put on the pressure today, as the throaty Hondas fell low in the pack.

Round two for the 800s was much the same story as the first - mid-fives to the top. But it was Tom Chatterton's turn at heating up the race. Chatterton took his 160-hp Harley on a slim 5.097-second leap to the top. Chatterton is known for "getting too much air" and slowing on the breakers, but here he stayed close to earth and his time proved it. The competition was stiff, as first, second and third at this point were separated by a few hundredths. Brothers Wade and Greg Williams both posted their personal best on round two, but neither could get under 5.4 .

The final round of the day began with the 540s having to deal with a light rain that got stronger and made the hill slick.

Many of the 540s had their worst ride in round three. Only four riders kept times under six seconds, and three never made it over the top. The most spectacular spill of the day happened when Dresser's Suzuki got away from him as he was breaking the timing lights. His bike went around him sideways, and rider and bike slid to a halt at the peak. Dresser immediately gave a big thumbs up amid a now steady rain as the crowd cheered in support.

Scott Everett's Triumph was one of the few bikes to navigate a quick path to the top. With the hill now wet and rutted, Everett still managed to turn a 5.434, putting him in third behind Frazier and Pinsonnault. Frazier got one more shot at the hill, and cut a decent run, but went out of bounds at about 100 feet. The round ended for the 540s with the top five places going to Pinsonnault, Frazier, Everett, Hoskins and Dresser.

The weather broke as the 800s came back on line to run their third round and bring the event to a conclusion. Out of 15 riders making three runs each, there were more than 30 runs under six seconds, so the top five spots changed hands frequently. But no one would overshadow Chatterton's 5.091 bid for first, or Krauter's 5.157-second place run. Third place traded between a handful of riders, but it was Lou Gerencer Jr., founder of Indiana's Pro Hillclimb Team and father and father-in-law to many of the best hillclimbers, who stole the bronze. Gerencer was in complete control as he powered his stretched Harley-Davidson to the finish in 5.265 seconds. The top five places in the 800cc class went to Chatterton, Krauter, Gerencer Sr., Harry Schreiber and Veteran Charlie Casey. CN

Paul Pinsonnault (2) bested Tim Frazier (1) and Scott Everett (4) in the 540cc class.

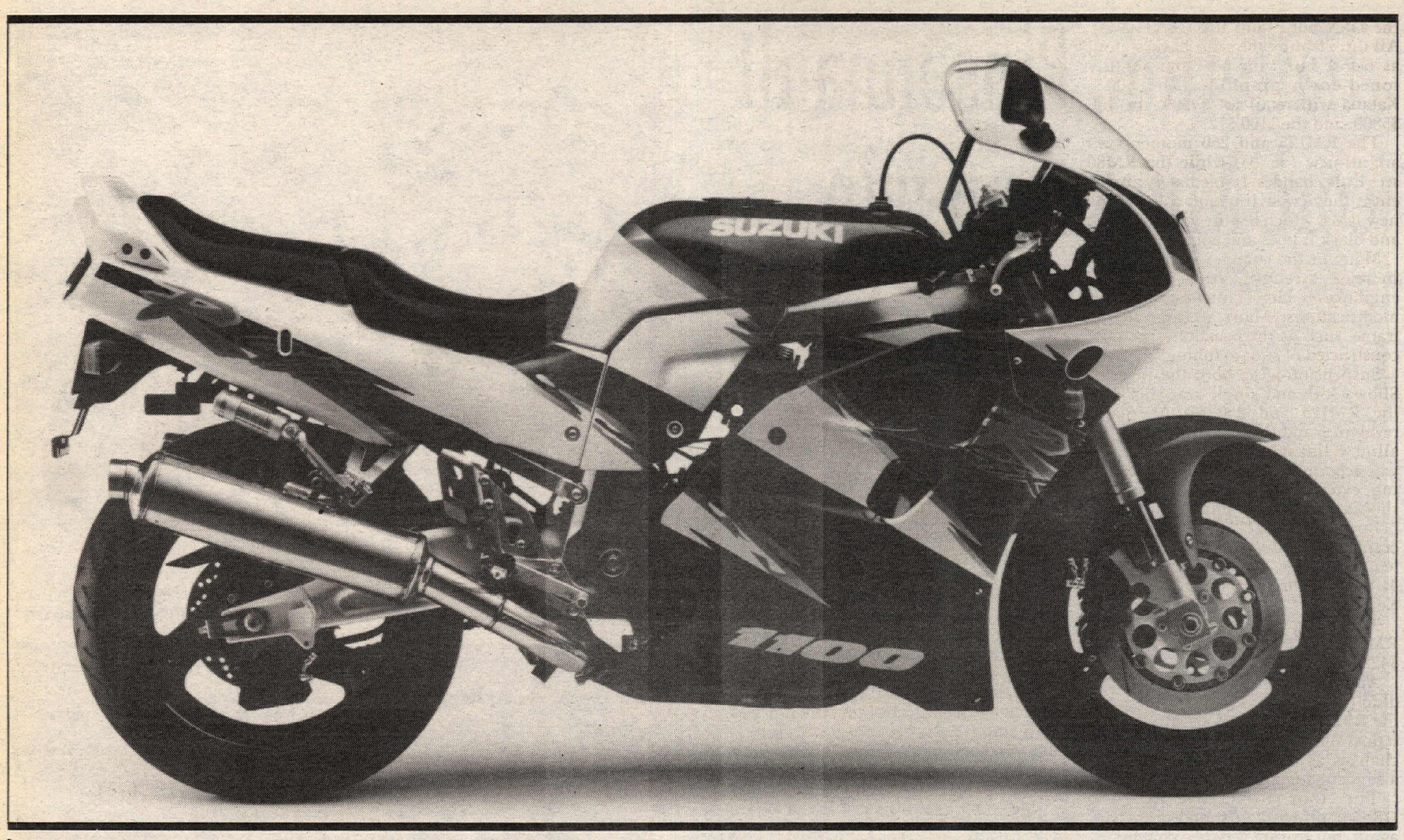
Tom Chatterton was the fastest up the hill in the 800cc class.

Sometimes it's harder to get down than to go up. John Williams demonstrates.

Results

800cc: 1. Tom Chatterton (H-D); 2. Steve Krauter (H-D); 3. Lou Gerencer Sr. (H-D); 4. Harry Schreiber (H-D); 5. Charlie Casey (Yam); 6. Jeff Yoder (H-D); 7. Tom Reiser (H-D); 8. R.L. Smith (BSA); 9. Lou Gerencer Jr. (H-D); 10. Randy Gabriel (H-D); 11. Wade Williams (Hon); 12. John Williams (Hon); 13. Greg Williams (Hon); 14. Bobby Castledine (H-D); 15. Rick Hunter (H-D).

540cc: 1. Paul Pinsonnault, (Hon); 2. Tim Frazier (BSA); 3. Scott Everett (Tri); 4. Alan Hoskins (Hon); 5. Steve Dresser (Suz); 6. Ted Williams (Rtx); 7. Larry Licht (Hon); 8. John Hislop (BSA); 9. Mike Pulver (Kaw); 10. Doug Klont (Tri); 11. Roger McNeely (Yam); 12. Don Pinsonnault (Hon); 13. Ralph Kreeger (Tri); 14. Aaron Brown (Hon); 15. David Duncan (Hon).



The GSXR1100WP, as well as the GSXR750 and 600, are liquid-cooled for '93. The 1100 has a suggested retail price of $8199, making it the most expensive Suzuki model.

Liquid-cooled GSXRs for '93

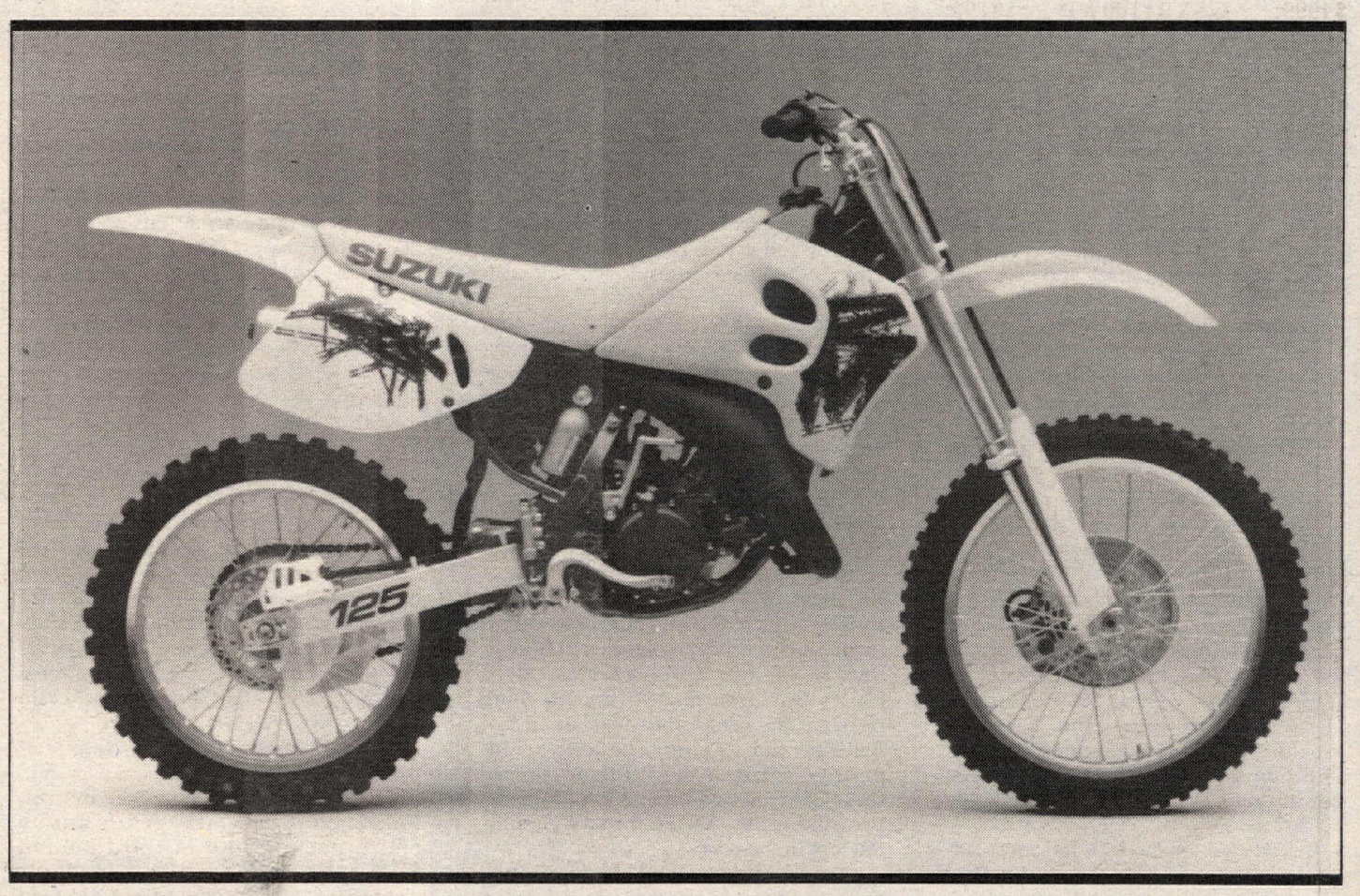
Liquid-cooled GSXR sport bikes, all-new RM MXers, and a revived RMX off-road bike highlight Suzuki's 24-motorcycle lineup for 1993. Suzuki will offer 13 street bikes, three dual purpose models, five off-road bikes and three motocrossers.

Suzuki recently released photos of its '93 fleet but, unfortunately, very little information concerning technical changes. Official tech information should be released in about two weeks, following the company's annual dealer show.

Perhaps the most exciting '93 models are Suzuki's most expensive product, the GSXR1100WP, which will carry a suggested retail price tag of $8199, and the GSXR750WP at $7299. Both bikes, as well as the GSXR600WP, are now water-cooled and feature a number of other changes, including new GSXR600-based frames, new swingarms, removable rear sub-frame sections, redesigned fairings and new graphics. Unlike the GSXR600 and 750, which use four-piston Nissin front brakes calipers, the GSXR1100 now features beefier six-piston Tokico front calipers.

The '93 GSXR600, which was first released in April as a 1992 model, is basically the same, except for different graphics. The GSXR600WP will have a suggested retail price of $6399.

To complete the sport bike category, Suzuki continues to offer its three air-cooled Katana models, the GSX600FP,



Both the RM125 (shown) and 250 feature all-new bodywork and internal refinements. The 125 will cost $3699, and the 250 $4299.

the GSX750FP and the GSX1100FP. All three feature the same basic styling as before but with new and slightly toned-down graphics. The 600cc Katana will retail for $4999, the 750 $5899, and the 1100 $7299.

The RM125 and 250 motocrossers are all-new for '93, while the RM80 sees little changes. Immediately apparent is the new styling and color of the new RMs, which feature yellow plastic and black frames and engine cases.

Many of the changes were made to increase strength, such as bigger engine cases, larger clutches, and frame modifications. Many sections of the frame, such as the backbone, are now constructed of square tubing.

Suspension-wise, both the inverted Showa fork and single rear shock on the RM125 and 250 feature major revalving, and the rear suspension has all-new linkages. The forks have 18-way rebound and compression damping external adjustability. The rear shocks offer 21-way adjustments.

Both the RM125 and 250 have crankcase reed-valve induction systems, however, the 125 uses a 36mm Mikuni carburetor and the 250 a 38mm Keihin.

The suggested retail price of the RM125P is $3699 and the RM250P $4299. The RM80P will cost $2249.

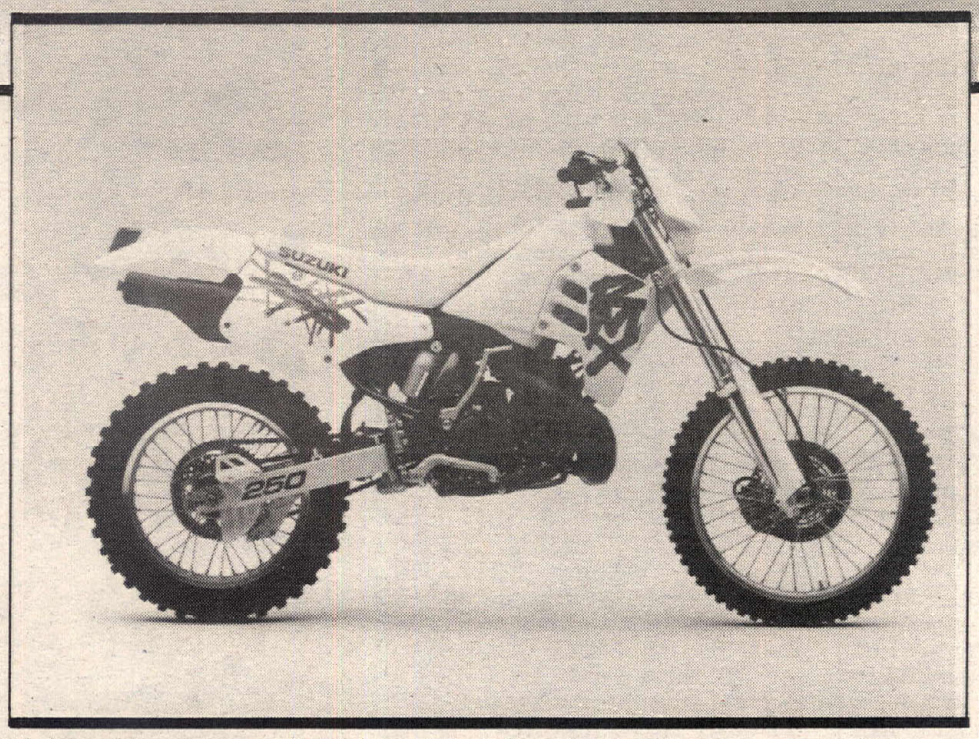
Although the off-road RMX250P didn't get the same style changes as the RM250, except for paint schemes, it does share many of the same internal changes as the RM250. It will carry a suggested retail price tag of $4299.

The four-stroke DR250P and DR350P off-road only models are back again, but feature very few changes.

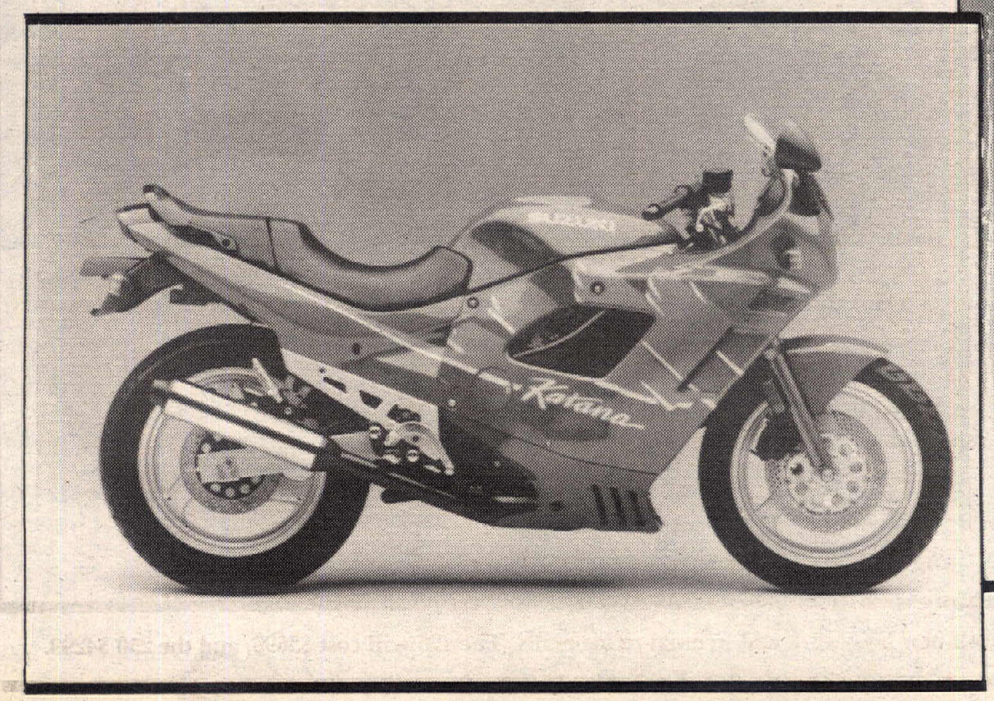
The only major update to any of the three dual-purpose DR four-stroke models is the addition of an electric-starter to the DR250S, making it even more appealing for the beginner. The '93 DRSs will cost $3499 for the DR250SEP, $3599 for the DR350SP and $3899 for the DR650SP.

The '93 Suzukis will start hitting showroom floors by mid-September.

Here's a complete suggested retail price list: VX800P $4899; VS1400GLPP $6699; VS800GLPP $4999; GSXR1100WP $8199; GSX1100GP $6499; GSX1100FP $7299; GSXR750WP $7299; GSX750FP $5899; GSXR600WP $6399; GSX600FP $4999; GS500EP $3299; GSF400P $3999; GN125EP $1999; DR250SEP $3499; DR350SP $3599; DR650SP $3899; JR50P $899; DS80P $1469; DR250P $3299; DR350P $3599; RMX250P $4299; RM80P $2249; RM125P $3699; RM250P $4299. CN



(Above) The new DR250SEP Suzuki dual purpose bike features an electric starter, making the DR more suitable for the entry level rider. (Left) Although the new RMX250P has the same styling as before, it features many internal updates.



(Above) The VS1400GLPP Intruder is Suzuki's biggest displacement motorcycle. (Left) Suzuki's popular GSX600 Katana returns but features only cosmetic changes.

Going green?

By Alan Cathcart

With the first half of the 1992 Diesel Jeans World Championship Superbike Road Race Series in the books, the FIM's surprise decision at their Congress in New Zealand last October to maintain the same combined weight and capacity advantage for twin-cylinder bikes (i.e. Ducatis) seems to have been partly vindicated. Thanks to some intensive offseason development by the Kawasaki factory, the 'Green Meanie' ZXR750 has shown itself to be all but on a par with the all-conquering Ducatis, in spite of conceding up to 55 pounds and a possible 250cc handicap against the Italian twins. Scott Russell's narrow victory over Doug Polen in a thrilling Daytona 200 gave a hint of this, but paddock sceptics were unimpressed, citing the U.S. open carburetor rule, permitting the Rob Muzzy-tuned Kawasaki to run 41mm flat-slide carbs instead of the 39mm ones homologated for World Superbike. But come the first round of the Diesel Jeans series in Spain, and Kiwi Aaron Slight scotched such doubts by winning his first-ever race in Europe quite convincingly on his Team Kawasaki Australia ZXR; it was also Kawasaki's first SBK victory in Europe after two seasons of trying, all the more remarkable inasmuch as Albacete was reckoned to be a Ducati track, with its tight turns and short straight. Maybe the FIM had more foresight than it seemed at the time?

Subsequent rounds saw Ducati redress the balance, but in almost every case the Kawasakis have been snapping at their heels. The Kawasakis are certainly faster than the Ducatis, and are now starting to handle as well, as development intensifies. Only the lighter V-twins' crucial edge on acceleration out of turns remains its ace in the hole. Kawasaki has got on terms with the Ducatis by adopting the same policy as the Italian company in developing a world-class Superbike contender. Whereas the other Japanese factories, as well as Kawasaki themselves to begin with, originally treated Superbike as a class for racerized road bikes, Ducati started from the opposite direction and designed a four-stroke race bike that was capable of being homologated for the street, with no inherent compromises being entailed. Take one example: fitting CV carbs makes the bike more tractable and nicer to ride in traffic, but it also levies a 5-8% handicap in outright horsepower. Strangely, Honda seemed to understand the direction Superbike was moving in earlier than any of their oriental counterparts, hence the advent of the RC30. But then they got complacent and instead of revamping the bike completely as Kawasaki did for last season with the ZXR, they allowed it to run on basically unchanged til it was well past its sell-by date. Atypical for the Big H — but an error they now acknowledge and are about to rectify very shortly.

Indeed, both technically and organizationally for the World Superbike series, 1992 is a transitional year. Ducati is still maintaining its supremacy for the time being, but Kawasaki has closed up on them and thanks entirely to the amazing Fabrizio Pirovano, Yamaha has stayed in contention, too. Honda has completely dropped off the pace, Bimota has given up, for the time being at least, preferring to concentrate their limited resources on developing a 500cc V-twin Tesi-chassised GP racer which they eventually hope to sell for the street, and the new water-cooled Suzuki GSXR750WN is still being developed into the contender for overall honors it will surely become soon — provided Suzuki management takes the necessary step of forming, or appointing someone else to run, a full factory-backed Superbike team to act as the sharp end of their four-stroke development, rather than simply hand out race kits and a few special parts to anyone who wants to pay for them. That approach works well enough at importer or dealer level: as Kawasaki, Yamaha and Honda have now all proved, you need a more concentrated commitment from the parent factory to achieve success in the Superbike series, and nothing illustrates this better than the formula for Ducati's current dominance. With three levels of factory support, the Italians have all the bases covered: a small handful of full factory lease bikes to spearhead the company's challenge for top honors, a couple of dozen near-replicas for sale to privateers to fill out World Superbike grids or challenge for National titles, and a bigger-volume production racer for the enthusiast with less deep pockets. The first two versions (the works 888 and the privateer Corsa) are four-stroke race bikes distantly derived from the third (the SP4), a street bike capable of being transformed into a racer but which also serves the vital purpose of homologating all three types for Superbike racing!

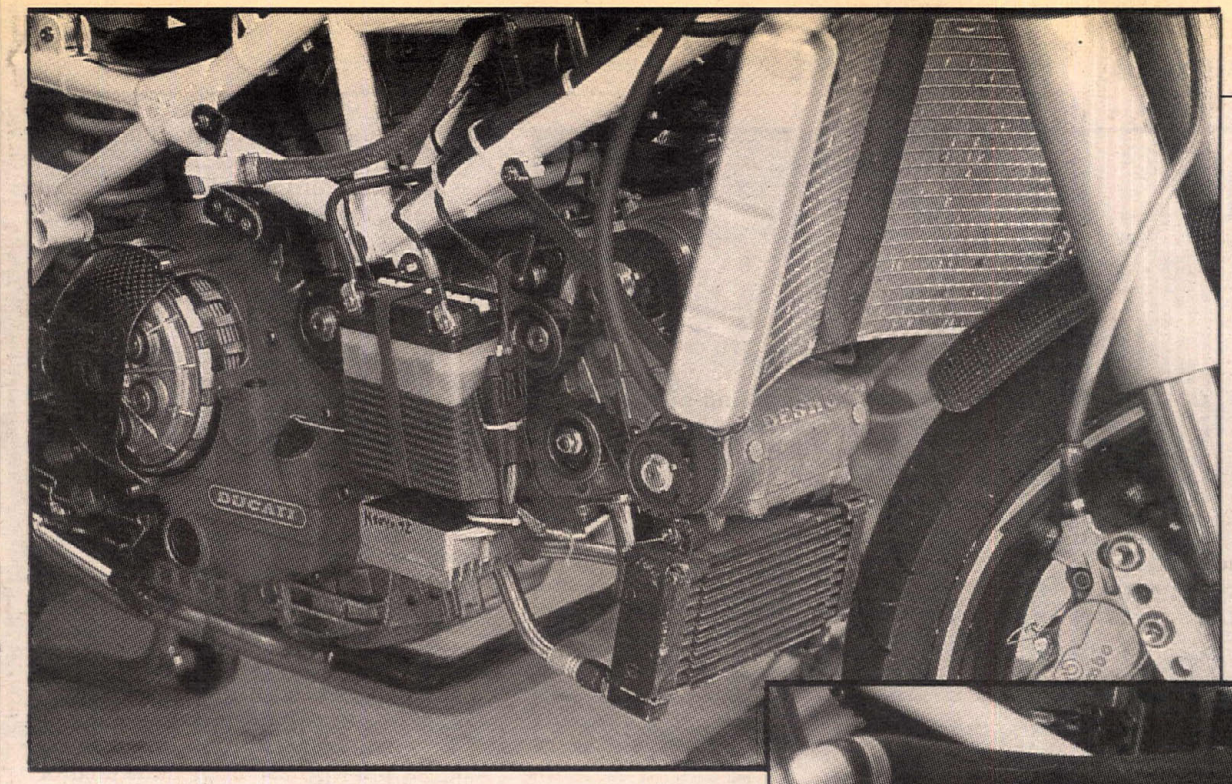
Ducati chief engineer Massimo Bordi admits to having planned this rational and clever game-plan very carefully, and deserves every credit for having done so — thus at the same time pointing those who wish to emulate Ducati's success in the same direction.

So while 1992 sees Ducati still on top but under strong pressure from Kawasaki and a single Yamaha, 1993 will see a big upheaval in the world of Superbike racing. Kawasaki will have a completely revamped version of the ZXR, with a pressurized (*not* forced, which is supercharging, and forbidden!) air induction system reported in early testing to have yielded significant horsepower improvements of the order of 5 bhp and more. They already have flat-slide carbs, though — but Yamaha doesn't, yet: the all-new FZR750R (OW02?) due to be launched at the Cologne Show at the end of September will have flat-slides, though, as well as a completely new engine design, still following the same basic architecture and with five valves per cylinder, however — but maybe gear drive to the camshafts? — and an all-new, more GP-style chassis. The surprise is that neither Yamaha nor Kawasaki reportedly plan to fit fuel injection even to their top-of-the-line Superbike street racer — but Honda most definitely will. The RC30-successor due to be launched at Cologne this fall will be completely new, still with a V-4 motor but with the gear camshaft drive moved to the side of the engine like on the prototype NR750 race bike, to permit a much straighter inlet track design for the more compact, round-piston motor. This will reportedly be available in two basic versions, one with CV carbs for a less costly street model, the other with EFI to form the basis of the bike Honda hopes will regain for them the World Championship of four-stroke racing: SBK. The chassis is all-new too, of course, with a more modern geometry based on the Suzuka-winning RVF750, but the fuel-injected engine is going to set new standards of customer technology for two-wheeled Japanese products. It also won't be cheap!

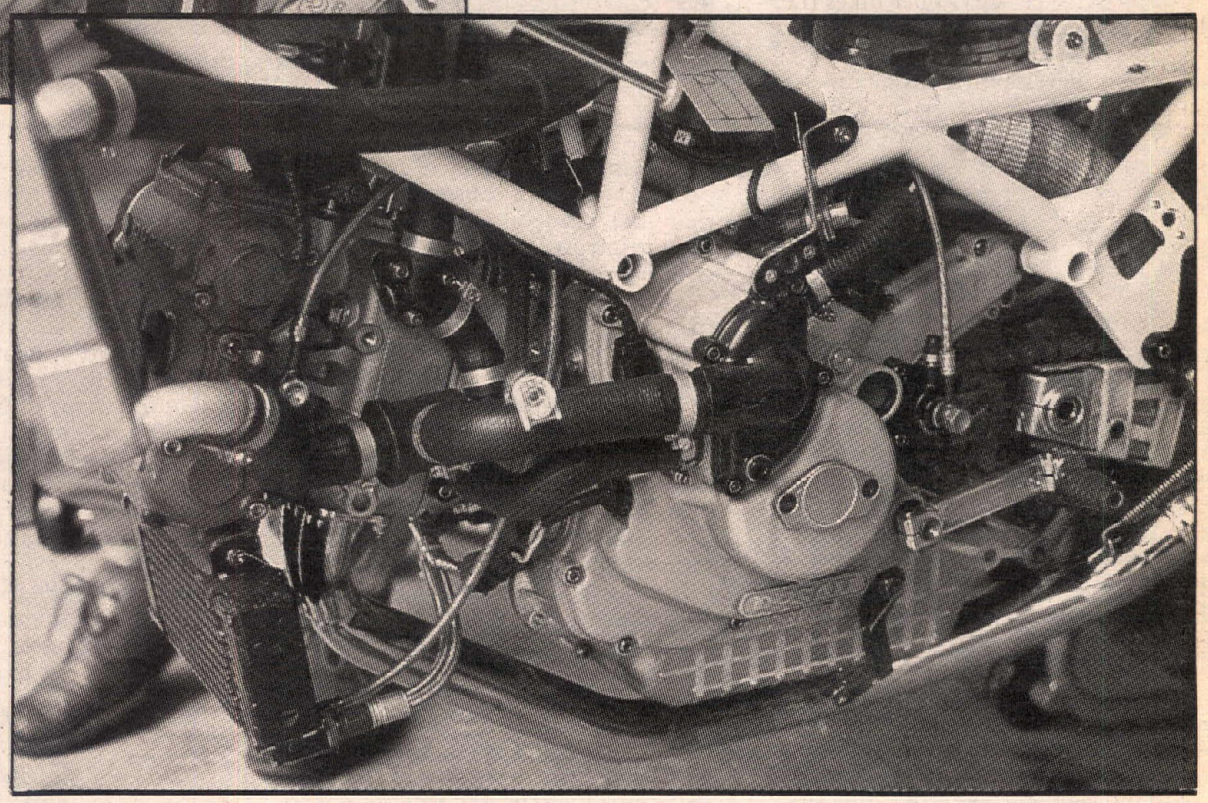
Ducati is well aware of the threat from Japan, of course: they've been waiting for it to manifest itself at this sort of level for the past year and a half, which is just how long the new 8-valve Ducati 916 has been more or less ready for production. With a 94x66mm motor rather than the 94x64mm configuration of the current 888 (or Bimota's long-stroke 95x68mm version in the Tesi), the 916 is a step closer to the Mille 8V that Ducati could theoretically produce, though for the time being Bordi insists the 66mm stroke gives the best possible compromise between torque and top end. Fitted in an all-new, more compact tubular steel chassis designed by Massimo Tamburini and clothed in less bulky, more svelte bodywork, the 916 will be launched at Cologne complete with single-sided swingarm, giving a clue where Ducati intend it to be mainly used: Endurance racing, run to Superbike rules at world level from next season. But if the Japanese threat intensifies, and the 888 falters, you can guess the rest. And Bordi can *still* increase capacity to 1000cc anytime he likes, especially as the 502 Ducati single presently under development has shown the viability of doing so.

Which leaves the rest. Whether the World Championship Superbike Series sees any new makes in the immediate future is hard to say — but for sure the bikes exist in prototype form. Sneak photos have been published of the Harris-framed Harley-Davidson Superbike that's due to be launched this fall, with GP-style alloy chassis, fuel injection, four valves per cylinder and a narrow V-twin angle, but whether Harley will build the bike in sufficient numbers for it to be homologated for world-level Superbike racing remains to be seen — they only need build 25 street versions for U.S. National Championship Superbike homologation, it seems, but at least 200 for the FIM series.

Championship leader Doug Polen's Ducati is readied for practice, complete with tire warmers. Polen and his fellow Ducati riders have started to feel pressure from Kawasaki.



The heart of the Ducati, its 888cc V-twin powerplant. The only changes for '92 to the Ducati V-twin is a new exhaust camshaft design and a new clutch.



Ducati claims that the works 888 produces 135 horsepower at 11,800 rpm, a small power increase over last year, thanks mainly to the new exahust cam which allows the bike to be safely revved to 12,000 rpm.

BMW's new dohc 8-valve Boxer has already been spotted undergoing testing in oil/air-cooled form with fuel injection as standard, but a water-cooled version is alleged to be under development for Superbike racing, according to rumors in Germany. If so, it'll have to lose 100cc as well — the new bike due to debut at Cologne has an 1100cc engine, but that's no big deal. The Bakker-designed alloy chassis has already been seen in German BoTT races, though, fitted with a pushrod motor, and sporting Motodd-Saxon/Fior/Hossack-type parallelogram front suspension which will apparently be fitted as standard to all the Boxer range. Congrats, BeeEm.

Alessandro de Tomaso is still muttering about forking up the cash for a water-cooled Moto Guzzi Superbike with chain final drive and lenthways V-twin engine, but though preliminary drawings have been made, the project isn't off the ground yet, unlike Gilera's own liquid-cooled 65 degree 1000cc V-twin, now running on the testbed with chain drive to the four overhead camshafts rather than the original belts, fitted with fuel injection, four valves per cylinder and offset crankpins and an extractable gearbox: it may start life as a sports tourer at the end of next year in Milan, but the Superbike version is already under way and won't be far behind — the giant Piaggio group that owns Gilera places a lot of emphasis on achieving competition success with this bike. And finally, the British, of whom Triumph doesn't have a suitable bike — yet — but Norton does, only till just recently they've lacked the money to produce a street version with which to homolgate it for Superbike racing: the water-cooled bi-rotor NRS588 rotary racer, accepted by the FIM as a 1000cc twin and certainly capable of running with the best of the current SBK crop, as the results of British Superbike races have shown. With new finances apparently now arranged after a complete company re-structuring, Norton boss David McDonald now says the street NRS588 will be launched this August, and he sees no problem in meeting the 200-bike minimum for Superbike racing. Current series sponsors Diesel Jeans is reportedly eager to continue their association with the championship next season after their three-year series contract expires at the end of '92 — but only by backing a marque which fits their image, which basically means Norton or Harley . . .

With such an apparently bright future and with stable organizational management — especially compared to the current GP scene — it's still worrying that World Superbike hasn't made the expected impact it so evidently deserves — to the point that several teams are running short of money, putting the continued participation of several top riders in jeopardy: Terry Rymer has already had to bow out for financial reassons, and even race winners like Raymond Roche and Carl Fogarty are on the verge of pulling out as I write. This is a separate subject in its own right, but at a time when the technical evolution of the class has never been more promising, and all the world's major motorcycle manufacturers are intensifying their involvement in a race category which has a direct link to the customers in their dealers' showrooms, it seems ironic that, in spite of delivering nailbitingly close racing, the World Championship Superbike Series still hasn't cracked the real big time. A couple of major sponsors and household name riders would probably do the trick: will they appear too in '93?

Ducati: Still on top

Ducati gambled that no major changes would be needed to their reigning World Champion works 888 for the 1992 season, and so far that confidence seems justified. The Italian marque sits on top of the series point standings after seven rounds, thanks to Doug Polen, and also occupies third (Raymond Roche), fourth (Giancarlo Falappa), seventh (Daniel Amatriain), and eighth (Stephane Mertens).

The five full factory machines have a new exhaust camshaft design which Roche already raced with towards the end of last season, plus a new clutch in order to cure the single greatest complaint from all desmo V-twin riders to date, namely the awful chatter with the old design that made getting the bike off the line a case of snatch and grab. But essentially the works bikes are still '91 spec machines, while the new customer Corsas — of which 30 were built for the 1992 season, compared to 50 last season (and 30 in '89 — are essentially heavier versions of the '91 works bike, without the many costly steps required to build an 888cc V-twin Superbike that scales 2.2 lb. over the 308 lb. minimum weight limit for twin-cylinder Superbike bikes, as Polen's machine did at Albacete, with oil, water and one liter of fuel. By comparison, both Edwin Weibel's Ducati Switzerland Cosa, and Carl Fogarty's similar customer bike (the last one to be built, which he only got after someone else canceled their order) both scaled 343.2 lb. as delivered. That figure can be reduced to 323 lb. with magnesium cases/carbon components as Italian Gastone Grassetti did with his bike — but that still leaves another 15 lb. of trick stuff only the factory riders have access to — at substantial cost.

Where's the difference then? Well, you won't get anyone inside the Ducati factory to talk about it, but a lot of the extra weight is saved in the engine itself, according to informed sources. Ergal aircraft alloy rockers, lots of titanium and magnesium, a smaller, narrower crankpin that is still sturdy enough for 12,000 rpm and more with a 94mm piston (all factory Ducatis are running 888cc engines as they have for some time, whatever you may hear elsewhere: the 920cc 'jumbo' motor with the stock 64mm stroke required by the rules hasn't been used for almost a whole year), a half-size gearbox with the gears 6mm wide rather than 10mm as on a Corsa, hollow camshafts, smaller crankshaft flywheels, and so forth. All this explains why Ducati was so intent on maintaining their controversial 55 lb. weight advantage under Superbike rules: having gone to the considerable trouble and expense to develop all this tackle so as to take full benefit from their weight break, they didn't see why they should be penalized for being the only ones who opted to try the twin-cylinder route under the universally agreed rules. They still don't.

However, there's no doubt that the result which has given everyone at Bologna most satisfaction both last season and this was Carl Fogarty's Donington victory on a bike that didn't just have no special factory parts in it, it used a bitza motor cobbled together by British Ducati guru Steve Wynne and Carl's mechanic Doug Holton (of Armstrong and Honda Britain GP fame).

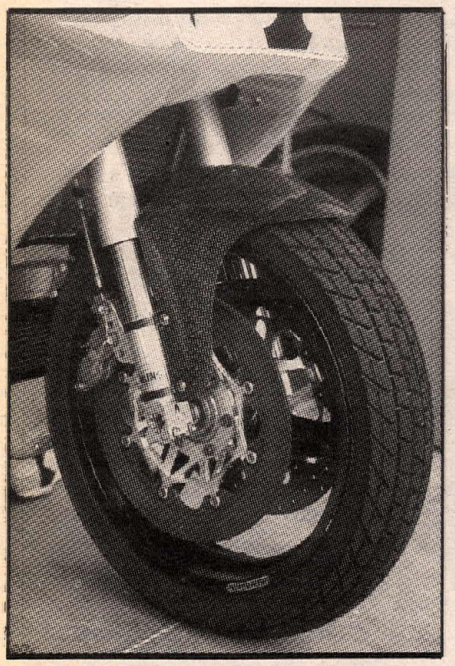
"Fogarty's win proved what I have been saying all along," underlined Ducati chief engineer Massimo Bordi, father of the all-conquering 'otto valvole'. "The Corsas we sell to our customers this year have almost exactly the same engine specification as our factory bikes. Someone who buys a bike from us can race with the same level of performance as the works machines — only the weight of the bike is different, and he can even get close to that if he has the budget to do so. And we are also proud of the level of reliability we have achieved this year: At Albacete, 18 Ducatis were presented for qualifying, 11 were ridden fast enough to make the grid, and eight finished, with one faller, one broken chain and one minor mechanical problem. Considering that once you pay your 30 million lire to buy this motorcycle, you then have a sufficient level of performance to win a World Championship Superbike GP, I think this is excellent value for money. Anyone using a Kawasaki or Honda or Yamaha must pay a lot more for this level of competitivity — ask Terry Rymer!"

Ducati claims 135 bhp at 11,800 rpm at the rear wheel for the '92 works desmo 888, a small power increase over last season achieved mainly to the new exhaust cam which permits a safe 12,000 rpm, 1mm larger 35mm inlet

ROAD RACE World Championship Superbike Tech Review: Part 1

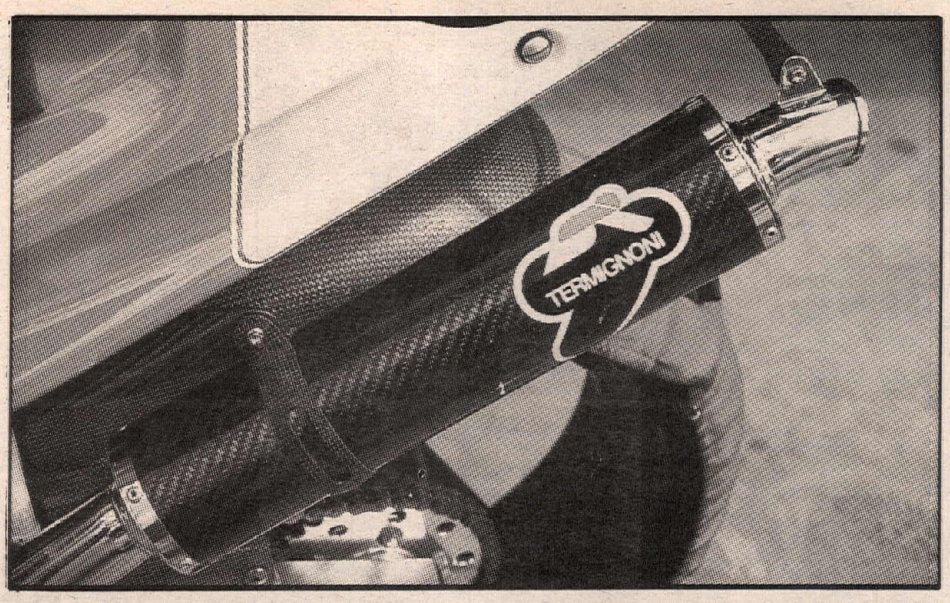
valves (still with 30mm exhausts) and a revised range of EPROM chips for the EFI to suit. Word is that Polen's bike has even larger inlets, at 36mm. A Corsa was tested on a reliable dyno to give 124 bhp at the clutch on delivery, rising to 131 bhp after tuning.

"The big difference is the weight," says Edwin Weibel's tuner Edgar Schnyder. "We reckon 1 kg. (2.2 lb.) equals 1 bhp, so that's a big handicap we can only reduce at some expense, which is far enough — we're already able to compete with the best of the four-cylinder bikes, which is how it should be."



Polen uses a one steel and one carbon front disc brake setup made by C-CAT.

It's interesting to note that Ducati now has the luxury of adding weight where appropriate to save cost — the exhaust system used this season is stainless steel, for example, not titanium — but there's almost as much carbon fiber on the chassis as metal, especially with the advent of Marchesini carbon wheels and Brembo (Falappa) or C-CAT American-made (Polen) carbon discs on the Italian V-twins. The wheels are still in an early stage of development and are not yet standardized — surprisingly, Falappa was running one on the rear in Spain, rather on the front where it would seem to have most value, with the reduced gyroscopic effect in turns — but Polen for example uses the carbon brakes all the time, and indeed markets them through his HyPerformance International component distributor in Texas. After experimenting with a double carbon setup, he's now settled on a Wayne Gardner cocktail of one steel and one carbon front disc to have the best of both worlds, but unlike with Brembo or AP carbon brakes, the C-CATs are made in the same diameter as the 320mm Brembo steel rotors, which mades changing wheels in a hurry to fit rain tires much easier, since you don't also have to change one of the brake caliper mountings to suit a larger disc — only the pads. Businessman to the last, the reigning World Champion points out that the U.S.-made discs are also extremely cost-effective as well as title-winners — around $2000 for a complete Superbike disc set including discs, carriers and carbon-carbon pads, compared to over twice that for an AP set, for example. C-CATs are also available for TZ250s and the like at around $1500, and designer Brad Sawyer is especially proud of the fact that the discs don't need shrouds to elevate the temperature because they work at ambient



Because they can add weight to save cost, the exhaust system on this year's Ducati is stainless steel, not titanium, although the bike still features plenty of carbon fiber.

temperaturs, since they're based on a carbon fiber cloth construction, rather than the random fiber, aircraft-type construction of AP or Brembo equipment.

Polen confirms this: "I don't bother to change to steel discs for a wet race," he says. "We used the carbon brake in the first damp race at Albacete when it was pretty cold, too, and it worked great. This is a proper motorcycle carbon brake, not something spun off from cars or airplanes, like the European stuff."

The latest version of Ducati's works motor has been more midrange than before, says Giancarlo Falappa, Polen's partner in the Police/Vogart-backed factory team run this season by the latest in the Castiglioni brothers' stable of ex-World Champion team managers: after Lucchinelli, Ferrari and Agostini, now it's their turn to give employment to Franco Uncini. Falappa better win the title soon if he wants a job for life after racing . . . Meantime, both he and Polen are maximizing the punch of the desmo 8-valve motor, with both of them gearing to use just four of the six speeds in the gearbox at Albacete, and four and five respectively at Donington (all six at Hockenheim!).

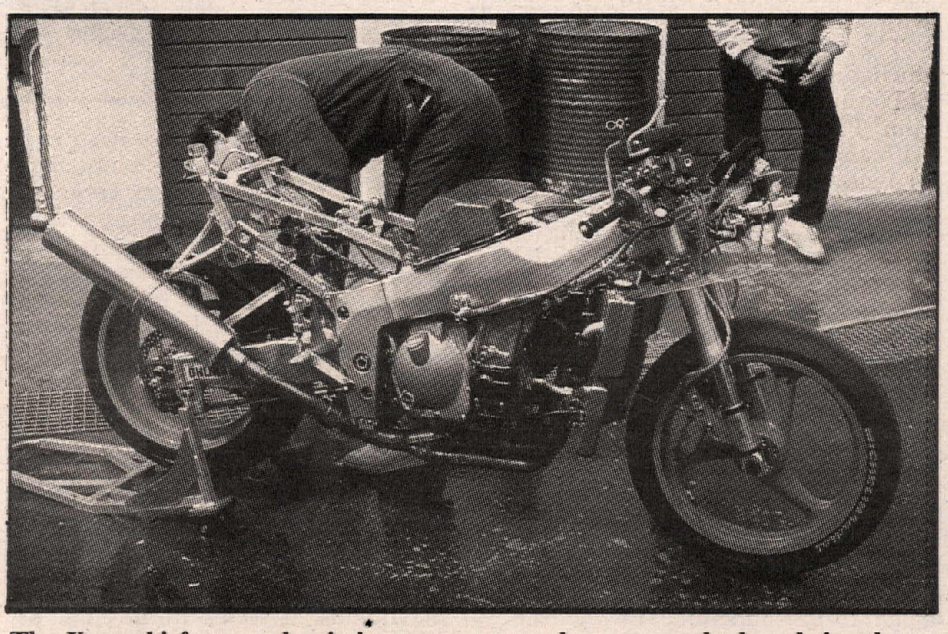
"The power comes on very strong at 8000 rpm," says Falappa, "And though we've been told we can rev it to 12,000 safely, I honestly don't use much more than 11,000 rpm — the bike is so tractable lower down and in midrange, I don't need too. The other big thing this year is the new clutch, which makes it much easier to get good starts. Now you can slip it properly, instead of before when the only way to stop it grabbing was to put oil on the plates to get a clean start!"

Ducati won't reveal what compression ratios they're using on the works bikes this season — last year it was just over 13:1, still running on regular pump fuel sourced allegedly from a convenient local filling station! — but this year it's surely even higher, helping both the noticeable jump out of turns the bikes now have, which can't only be explained away by light weight, as well as the fact it takes Eraldo Ferracci plus two strong pushers over a 50-yard sprint in pit lane to fire up Polen's race bike from cold — and that's if they get lucky: on race morning in Spain, it took them three goes, and that's with an engine management system ensuring perfect fuel injection mode!

Ducati has had a complete re-think about air intake for the injection system, too: whereas at first the hot tip was to raise the fuel tank to maximize air flow from any direction into the trumpets, now the whole space around the front of the tank has been sealed off with a (carbon-natch!) shroud so as to create a still air box force fed by the twin fairing ducts. The underside of the fuel tank has been completely re-designed to facilitate this, not itself contrary to the rules which say only that the shape of the tank must be the same to external view. Kawasaki's airbox developments last season may have given rise to this change, but a further alteration was made after the second (and final) homologation date (July 1), and the revised bodywork fitted to the SP4 roadster version of the 888 now in production was then fitted to the race bikes. This is claimed to be considerably more aerodynamic and gives the Ducatis a top speed advantage over the past but not so different, but apparently less effective design, having been developed in the Aermacchi wind tunnel near Cagiva (where the Italian factory's svelte 500 streamlining has also evolved). Too bad they didn't have it ready for Hockenheim — but as the results showed, they didn't really need it!

Ducati's only major chassis change this year has been to fit the new Ohlins forks and rear shock, both of which have taken some time for everyone to dial in: it was noticeable at Donington, a very front-endy track, that several Ducatis had major chatter problems at the front end, leading to the voiced opinion that the combination of new forks and stickier tires was showing up a structural weakness in the Ducati chassis, which allegedly may not be still enough now at the front end. Certainly, while the Japanese teams are adding metal round the steering head to their bikes, the Ducatis are still ungussetted in this vital area, so perhaps the experts have a point. Presumably the new Tamburini-designed chassis due out in September when the 916 is launched will redress this problem, if it exists. Or they may just weld in a couple of bracing tubes to the existing frames — and then fit the titanium exhaust to compensate for the extra weight!

Finally, a word about tires, for whereas last season there were three major tire companies involved in World Superbike — Michelin, Dunlop and Pirelli — and Ducati was smart enough to ensure that at least one of each of those makes was used on their various works bikes. Pirelli pulled out of motorcycle race tire manufacture at the end of last year, leaving the other two to slug it out alone. Mertens has found the task of switching to Dunlops from Pirellis hardest, as his results this year have shown, but applause to Falappa, who went from Michelin to Dunlop when he teamed with Polen (because that's what Doug uses — and he's the boss, 'cuz he's champion!) and got right on the pace at once. Indeed, the two companies are much more evenly matched in World Superbike than they appear to be in 500cc GP racing, doubtless because they've each got some good riders to use their products. Metzeler is still on the fringes, too, but watch out for Bridgestone, who is working hard on a Superbike range of tires, already have an excellent base product, and for sure will be joining in big time within the next two years.



The Kawasaki features chassis improvements, such as a completely redesigned rear suspension offering a higher rear ride height, more suspension travel and quicker steering.

Kawasaki: Greens going for gold

Kawasaki was the only Japanese factory to mount a serious, consistent challenge to the Ducatis last season, with the singleton Team Kawasaki Australia works bike ridden by Rob Phillis. But a winter of intense development later, Phillis on the TKA bike sponsored by the Japanese Moving company has been joined by Kiwi Aaron Slight on a second TKA machine, plus on occasion Daytona 200 winner Scott Russell on Rob Muzzy's bike, and factory Japanese rider Takahiro Sohwa on a full works machine. That's in addition to all the astute privateers who've chosen the short-stroke ZXR750R, having relied on the factory to do what they have indeed done.

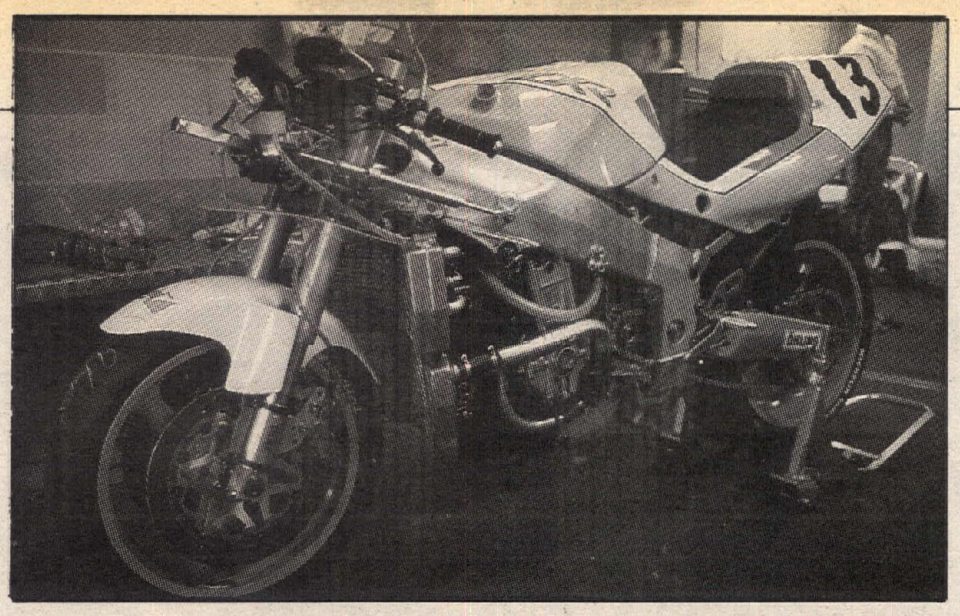
"I can honestly say that the '92 customer race kit effectively reproduces the performance of our bike at the end of last season," says Moving Kawasaki boss Peter Doyle. "Kawasaki did a helluva lot of good work over the winter on the factory race bikes, but the customer got a lot of the benefits of that up front, too."

Customers like Terry Rymer (before financial difficulties forced him to take a rest from World Superbike) or Pierluigi Bontempi would certainly agree — but it's been the performance of the works-backed bikes that have really impressed.

Though obviously a lot of work has gone into the engine, perhaps it's the chassis improvements which have had most effect, with completely redesigned rear suspension offering a higher rear ride height, more suspension travel, increased frontal weight bias and quicker steering. The chassis has been comprehensively strengthened inside the spars, as well as the swingarm, which together with new Ohlins forks and rear shock has helped to make the bike more nimble in turns, but especially to cure their biggest problem last season, a lack of traction out of turns. Now that Michelin tire development is back on pace, that's also been a factor, but now the bike is hooking up properly at the back end, all three teams have had some problems with the new front forks chattering, especially at Donington, though to be fair, this was a common problem with other bikes.

Weight is a problem, as in '91: the bikes have to be carefully loaded up with legal ballast like generators and the like to meet the 363 lb. weight limit — Doyle says the ZXR could easily scale 341 lb. with no expense whatsoever, and 330 lb. is within easy reach with a little budget and time.

The ZXR750 motor is largely unchanged for this season, with 145 bhp available at the gearbox, at 13,800 rpm. Phillis has experimented again with the lighter crank he tried once or twice last season, but the throttle response is much snatchier and they needed to set it with a 3000 rpm idle to avoid unhooking the back end when Aaron Slight went out to use it for qualifying at Albacete, with all its slow turns — a choice which also dictates a completely different set of carburation settings — needles as well as jets — so responsive is the ZXR engine to any small changes, whether of internal specification or external ambient weather conditions. Perhaps the VEMS system, Kawasaki's variable-exhaust answer to Yamaha's EXUP system, might come in useful here, except it's dropped by the wayside as development has ceased for the time being. Instead, Kawasaki has an all-new exhaust system this year, with much larger header pipes and a bigger '92 kit collector.



Kawasaki's ZXR powerplant has changed very little since last season. Rob Phillis and Aaron Slight have experimented with lighter crankshafts during the season.

Main engine development has been on the midrange power, which now comes in stronger and faster than before, giving a very acceptable 7500-13,800 rpm power band with the sort of midrange than now enables the Green Meanies to match the Ducatis' pickup out of turns — the Italian bikes' main forte, thanks to their lighter weight and V-twin torque. Kawasaki is there — but they also have a definite top speed advantage, trapping 180 mph at Hockenheim according to their telemetry system. That's quick, and as Scott Russell's thrilling defeat of Doug Polen's World Championship title-winning Ducati at Daytona proved, the Kawasaki has an definite edge on ultimate top end — that's how the Georgian was able to pull out and pass the Texan 200 yards from the line to win. Yet, as the Hockenheim result showed, Ducati still has an edge in terms of all-round speed performance, measured in terms of how fast you get to your maximum speed, as much as the speed itself.

Conventional wisdom questioned Rob Muzzy being able to reproduce his Daytona-winning performance on 38mm stock World Superbike-legal carbs once he'd taken off the 41mm flatslides Russell used in Florida, but the American tuner experimented with different inlet lengths on the dyno after Daytona, and was able to come up with comparable horsepower figures on the stock carbs.

Working very much on a separate development track than the factory/Moving Kawasaki teams, Muzzy believes his engines have "a 5 or 6 horsepower advantage overall, plus my motors make real power at 14,000 rpm, but their's peak at 13,000, plus we have great engine speed pick-up from 9500 to 11,500 rpm."

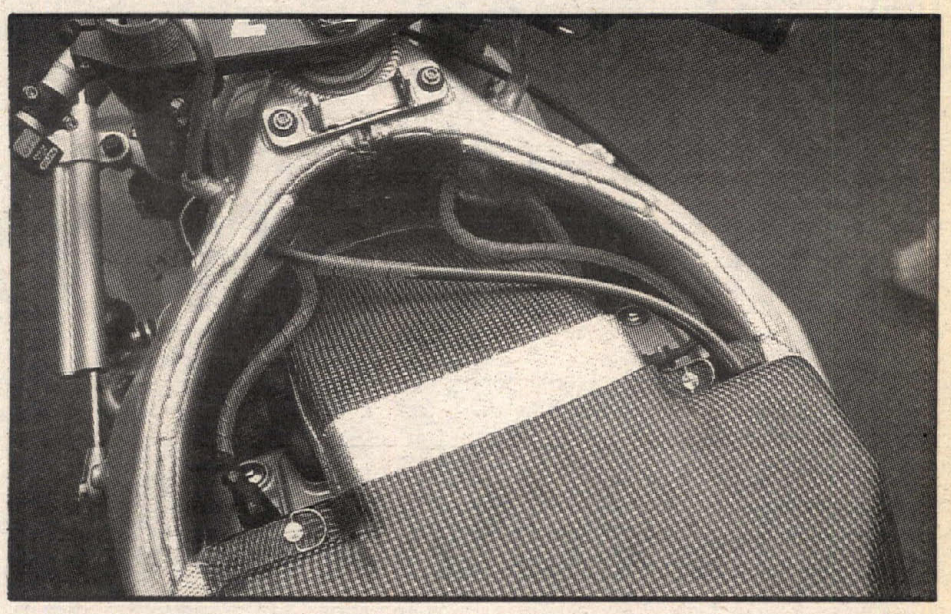
(Above) Muzzy's Kawasaki uses 330mm front discs with four or six-caliper pistons. (Below) Muzzy has tried fuel-injection, but the ZXR still uses carbs.

Muzzy also runs a higher compression than the other Kawasakis, using specially blended — but presumably completely legal — Powermist fuel he brings over from the States. He has three different versions of his own exhaust systems, which help to give the power characteristic Muzzy engines are notable for — more power from the midrange up than comparable motors prepared elsewhere. Then put a brave, fast rider like Scott Russell aboard, and — stand back!

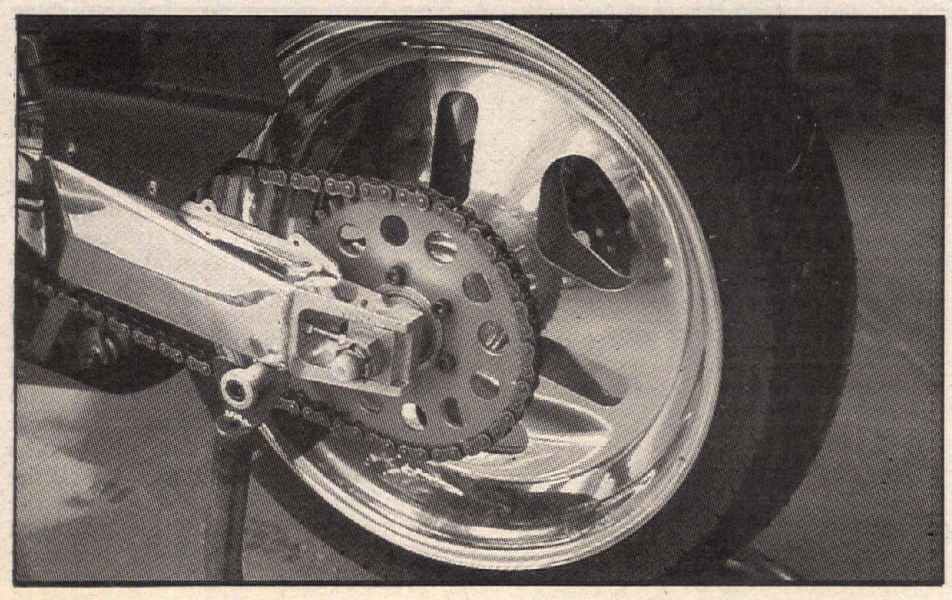
Two U.S.-sourced aspects of the Muzzy bikes also stand out: the Performance Machine spun aluminium wheels, which each weigh the same overall as a comparable Marchesini, but are no less than 30% lighter on the rim, leading to a huge reduction in the rotating mass. Muzzy's used them for three years with no problems: They're made as one solid component, with the spokes milled out later — though some people don't bother if looks are more important than weight! The same company makes the 330mm front discs fitted to Russell's bike, with aluminium billet four-piston calipers: a six-piston version is also available. Interestingly, Muzzy is one of the few people outside a Japanese factory to have experimented with electronic fuel injection on a four-cylinder Japanese bike, when he ran a ZXR750 in Formula USA events in 1990. His conclusions are interesting, and all the more apposite given Honda's rumored introduction of EFI next year on their new V-4 Superbike.

"We found no real performance increase at all," he says, "only that once it was correctly programmed, we could always be sure of having the optimum setup for any prevailing weather conditions, especially if these changed during the race. But I don't think EFI is either desirable or necessary for this kind of motorcycle, firstly because of cost, and secondly because carburetors are so refined and effective nowadays — there's no need. Something like a Ducati with those big cylinders — that's another story. But we don't need EFI on the Kawasaki, and I'll be surprised if we see it on this bike in the near future — and don't forget Kawasaki already marketed a fuel injected motorcycle 10 years ago!"

The only persistent problem Kawasaki runners have encountered this season — apart from red bikes with the word Ducati written on them! — has been a difficulty selecting bottom gear, presumably due to either a design or manufacturing fault. Both factory and privateer riders have suffered from this alike, leading the Moving team to gear their bikes to run only the top five gears at Donington, for example. But once this little difficulty is rectified, as it surely will be, the green bikes will surely confirm their position as the only serious challenge in numbers to Ducati's dominance. If they didn't have that 55 lb. handicap, World Superbike would likely be painted green all over in 1992. CN

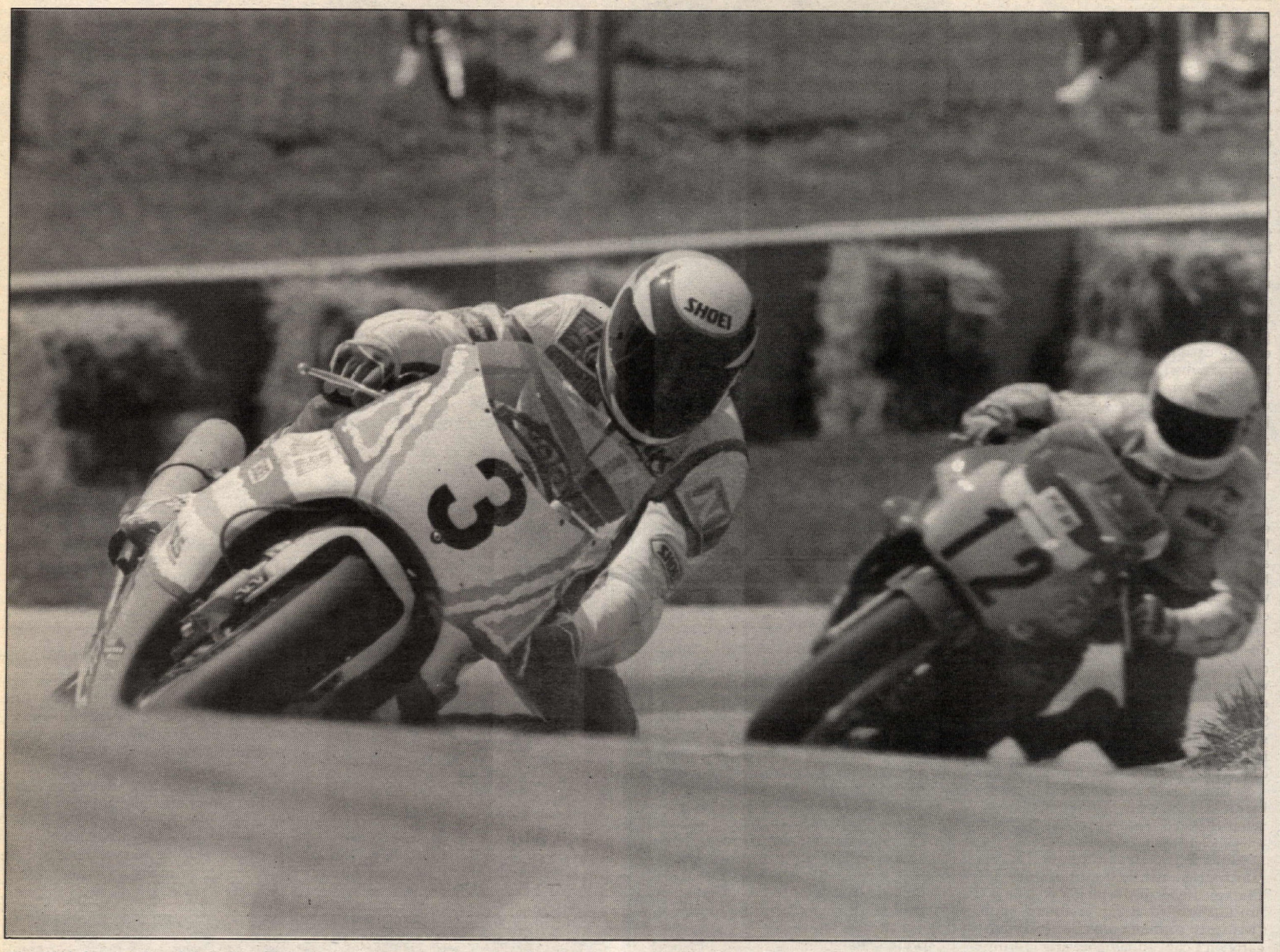


Muzzy's ZXR uses Performance Machine spun-aluminum wheels, giving Scott Russell's bike a huge reduction in rotating mass because they are 30% lighter on the rim.



Next week, in part two of our Superbike tech review, we'll take a look at the bikes fielded by Honda, Suzuki and Yamaha in the World Championship Superbike Series.

ROAD RACE AMA/CCS EBC Endurance Challenge Series: Round 8



The Christian Gardner-led Gold Hill Racing team (3) proved to be unbeatable at the Mid-Ohio Sports Car Course; it was the team's first win of the season.

Gold Hill unstoppable at Mid-Ohio

By Paul Carruthers
Photos by George Roberts

LEXINGTON, OH, AUG. 1

They endured and they endured with speed. Few would argue the superiority that Gold Hill Racing displayed with its first win of the season at the Mid-Ohio Sports Car Course. The Yamaha FZR100-mounted duo of Christian Gardner and Linnley Clarke were ahead when the race was one of endurance, and they stayed ahead following a red-flag that turned this endurance race into a sprint race.

When all was said and done, Gardner and Clarke had completed 99 laps on the 2.4-mile road course at a red-flag hampered average speed of 79.073 mph. Coincidentally, the Boulder, Colorado-based team finished 4.492 seconds ahead of a team using their back-up motorcycle, Class Racing/Gold Hill. Class Racing's Fritz Kling, Ray Yoder and Dean Mizdal used Gold HIll's spare bike to beat defending series champion Dutchman Racing, with Andrew Stroud and Scott Zampach aboard the team's Suzuki GSXR1100. The top three teams all completed 99 laps in the three-hour event.

Championship-leading Fastline/MCM Racing's Tommy Lynch and Jeff Heino ended the day in fourth, despite suffering through the first portion of the race with a slipping clutch on the team's Suzuki GSXR1100. The four-time winners could smile nonetheless after increasing their championship lead, thanks to the miserable day Team America was forced to endure.

The team of Andy Deatherage and Michael Barnes was in trouble from the start, with Barnes crashing the bike at the 15-minute mark when the throttle stuck on the Honda CBR900. The team lost several laps while retrieving the bike, and then Barnes crashed again later in the race, ending any realistic chances of a point-scoring effort. They finally finished 18th.

Thus, Fastline/MCM now leads Team America by 16 points with two rounds remaining, 134-118. Dutchman is third with 97 points and Gold Hill moves into a solitary fourth place with 75 points. Keystone Racing, fifth today, rounds out the top five in the championship with 60 points.

Hornblower Racing team owner Bill Hornblower had waited eight years to win his first endurance race, with the team fulfilling those aspirations at Road America on June 27. Well, Hornblower only had to wait until the next race before getting win number two. This GTU class win, Hornblower said, came courtesy of Jon Cornwell. The Canadian 250cc pilot was at the helm for the final sprint to the finish following the red flag, and he was able to move ahead of American Flyers and Himmelsbach Endurance to take the win; American Flyers and Himmelsbach Endurance finished second and third, respectively. Hornblower and Cornwell were joined on the team's Honda CBR600 by Chuck Downie.

Hornblower's victory further secured their hold on second place in the championship, and they were able to close in on series leading Moto Liberty/Nankai. The duo of Danny Walker and Doug Carmichael could do no better than 13th after losing six laps while fixing a cracked engine case on their Honda CBR600 early in the race. Moto Liberty/Nankai leads Hornblower Racing, 107-85 with two rounds remaining. IRC Racing, fourth today, holds down third in the series standings with 65 points, three clear of a tie between T.B.R. Racing, 28th today, and American Flyers, second today.

The flag dropped at close to 12:30 p.m. under sunny skies with no threat of rain, a change from recent years when rain played a major role in the outcome of endurance races at Mid-Ohio. Gold Hill immediately showed their dominance over the field as they grabbed the lead and pulled clear with Gardner handling the first riding stint on the FZR1000. They led Team America,

Fastline/MCM, Dutchman and Team America Endurance, with new team member Jacques Guenette Jr. riding the Yamaha FZR1000 for the first time. Meanwhile, American Flyers, Moto Liberty/Nankai and IRC Racing took their hold on the top three places in the GTU class.

Fifteen minutes in, Barnes crashed the Team America Honda CBR900 in the esses, blaming a sticking throttle. His teammate Deatherage quickly jumped on a pit bike with a crew member and headed out to find the bike; he later pitted, and a drastic effort was made to make quick damage repairs.

Moto Liberty/Nankai was the next of the top teams to make an unscheduled pit stop. The team discovered a cracked engine case on the CBR600, damage incurred when Carmichael crashed the bike in a morning practice session. "It must have opened up when it got hot," Danny Walker explained. "We ran it and ran it in the pits and it was fine. We're probably about six laps down, so we'll see what happens."

GTO regulars, N2 Racing, had also run into early problems, with two stops early on - one to tighten a loose handlebar and the other to repair crash damage. The Honda CBR900 team of Mike Myers, Jim Sabin and Doug Phillips would fight back to finish eighth in class.

At the 50-minute mark, championship leaders Fastline/MCM Racing came in for their first scheduled pit stop, with Lynch handing over to Heino. By this point the clutch on the team's Suzuki GSXR1100 was already slipping, yet Lynch failed to inform the team, instead upset by the bike's poor handling characteristics.

"We've got to make some changes," Lynch said. "It's way soft. I don't know what changed since Road America - it was bitchin' there."

Gold Hill pitted a lap later, with Gardner handing the bike over to Clarke. "I was just setting a nice pace, not pushing anything," Gardner said. "My only problem was in turn three early on I clipped my knee and lost my sensor (knee puck). That took some getting used to. The traffic is pretty bad. I don't know if it's hard to pass here or if I'm just having a bad day."

Gardner wasn't concerned about the others catching up: "This is Linnley's favorite track, so we should be okay."

Fastline made an unscheduled stop shortly after Heino took over, the New Englander somewhat upset about finding the clutch problem. The team also took the time to make suspension changes, front and rear, before sending Lynch back out on the bike.

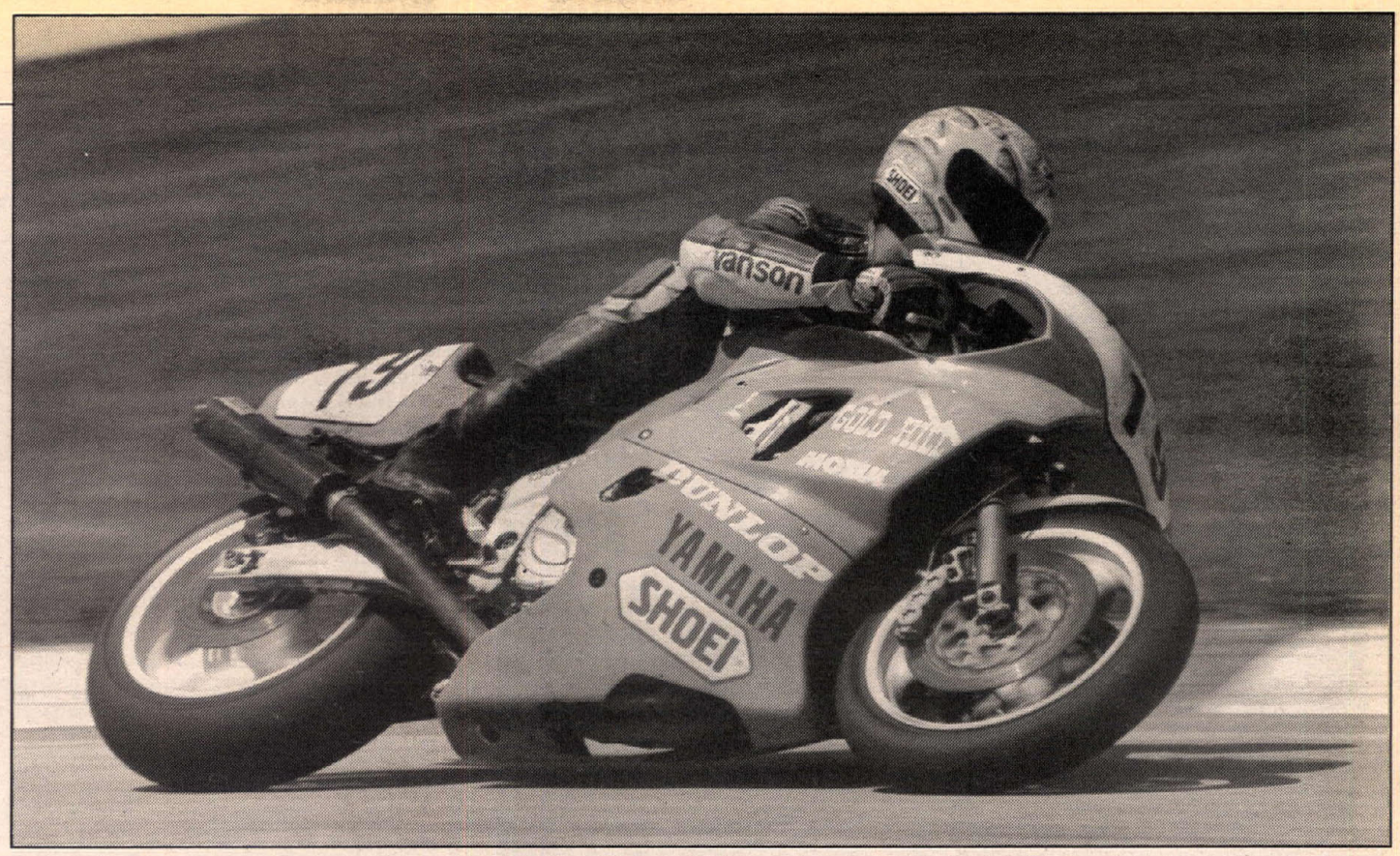
"The clutch is slipping," Heino said. "Tommy should have told 'em when he came in."

Team Yamaha Endurance began to slip in the standings, with the team dropping to fifth at the 30-minute mark, and eighth after an hour. They would move up to sixth at the finish despite drastic handling problems with the FZR1000.

"I don't have much time on the bike," Guenette said after handing off to teammate Robbie Petersen. "They have a new front end on the bike and I can't even hold it wide open on the straight. The less gas the bike has in the tank, the scarier it is. The lap times keep going up and up. I think the spring rate or oil level needs to be stiffened."

Dutchman Racing was holding down third place, with Andrew Stroud giving over to Scott Zampach during the team's first stop.

"It's sliding around a bit," Stroud said. "It's really hard to pass on this track because it's all corners and the racing line isn't very wide. It's a bit of fun trying to get through them." Stroud spent a portion of his break telling stories about his successful 500cc Grand Prix rides in Hungary and France, where he finished 11th and 12th, respectively, in his first outings on a GP bike.



Class Racing borrowed a bike from Gold Hill and then finished second overall with Fritz Kling, Ray Yoder and Dean Mizdal.

Clarke gave the Gold Hill bike back to Gardner just after the halfway mark. They led Class Racing, Dutchman, Keystone Racing and Fastline/MCM at this point, with the top five staying the same with the exception of Fastline moving past Keystone prior to the finish.

"It's going really good," said Clarke, who was having his second ride of the season with Gold Hill. "I've actually started to back off. I was only revving it to 11,500 on the backstraight instead of 12,000. We're staying right at plus 20 (seconds), plus 24. I think everybody is playing it pretty conservative at this point."

Class Racing, meanwhile, was having a good race, holding down second place on their borrowed bike from Gold Hill. Kling had led the team early on before giving way to Ray Yoder, with Mizdal only getting the bike briefly before the red flag came out late in the race. He would then give the bike back to Kling for the team's dash to the flag.

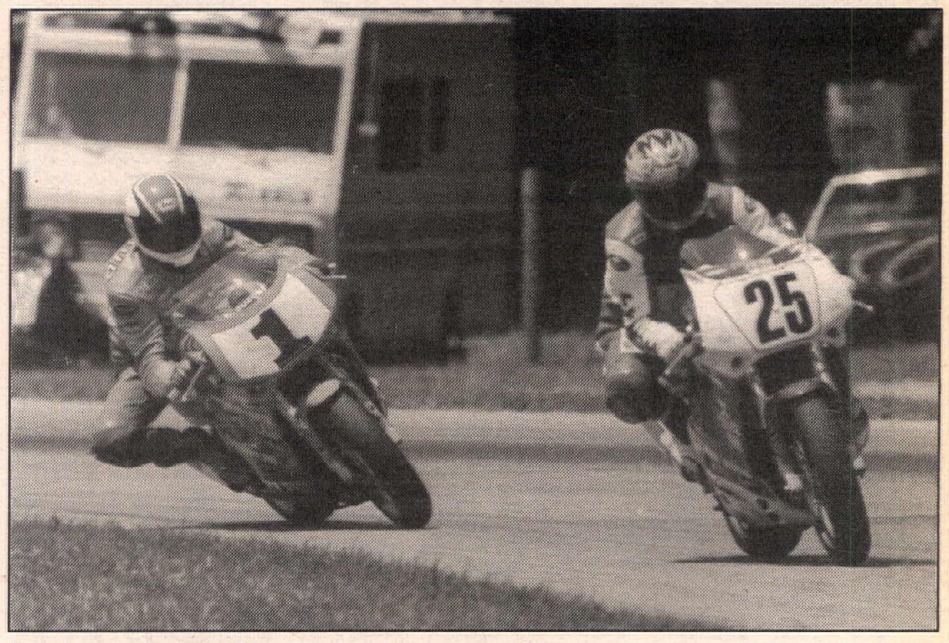
At 2:50 p.m., two hours and 20 minutes into the race, the red-flag was thrown when oil was discovered in turn 11. "It was there for five or six laps before they threw the flag," Mizdal said after stopping the Class Racing Yamaha.

The restarted race became a 16-lap sprint to the finish. Fastline/MCM (Heino) led Dutchman Racing (Stroud) and Gold Hill (Clarke) at the drop of the flag and those three battled until being caught by Class (Kling) on the sixth lap. Gold HIll took the lead in the four-way battle a lap later, but gave it back to Fastline on the 10th lap. Then Class took a turn at the lead for laps 12 and 13 before Gold Hill took it back for good on the 14th go-around. They were able to hold off Class and Dutchman at the checkered flag.

IRC Racing, meanwhile, took the lead at the restart in GTU, before giving way to Cornwell and the Hornblower Honda CBR600. Cornwell put his head down and left the others behind, giving Hornblower not only the win on the race track but also on the clock.

"I didn't think we'd win this one," Bill Hornblower said. "They all ran away at the start, but the red flag fell into our lap. We hadn't made our second stop yet and it became a sprint to the finish. It was Cornwell's turn and he was the fastest guy. This is our first race on Dunlop slicks. I bought a wheel big enough (5.5-inch) to carry the big tire. It was Cornwell who won it for us."

Fastline/MCM (25) finished fourth with Dutchman Racing (1) ending up third.



Himmelsbach Endurance's Mike Himmelsbach said the team had no problems en route to its second place finish in GTU. "I had some tire slides in the beginning, but nothing real bad," he said. Mike Himmelsbach teamed with his father Bill and Jim Bonner.

American Flyers were forced to change brake pads during the race, but riders Dr. Bob Meister and Todd Harrington were able to make up some time to finish second in class: "We were sliding all over at the end there. It was fun," Meister said.

Dutchman's Stroud blamed traffic in part for him not being able to catch Gold Hill at the end: "I got really messed up in traffic," the New Zealander said.

Gold Hill team manager John Hopperstad's decision to let Clarke finish the race paid off: "We had used Christian (Gardner) up," Hopperstad said. "If I had thought we couldn't beat them, I would have put Christian out." The team also completed the final sprint without fitting a new tire. "If I had to do it over again, I'd put a new one on," Hopperstad added.

Heino wasn't pleased with being beaten, still he was happy to have extended Fastline's championship lead: "You can't beat those OWs (Yamahas) here," Heino said. "I was sliding both wheels. I didn't have any riding time. I had one practice on Friday and my third practice was my race. The bike I practiced on I never raced. Those Yamahas can go anywhere they want, while I was just fighting it. At least we kept it on the track and had some fun. And we kept the points lead. I just want to win the championship - we'll see what happens." CN

Results

GTO: 1. Gold Hill Racing (Yam); 2. Class Racing (Yam); 3. Dutchman Racing (Suz); 4. Fastline/MCM Racing (Suz); 5. Keystone Racing (Suz); 6. Team Yamaha Endurance (Yam); 7. Team Magic (Yam); 8. N2 Racing (Hon); 9. Team OTS/Southwest Motorsports (Hon); 10. Northwest Racing (Suz); 11. R.A. Racing (Suz); 12. Graphic Racing (Kaw); 13. Team Blackhawk Racing (Suz); 14. Mid Cities Motorsports (Suz); 15. Part Timers (Suz).

Time: 3 hours, 17.292 sec.
Distance: 99 laps, 237.6 miles.
Average Speed: 79.073 mph.
Margin of Victory: 4.492 sec.

GTU: 1. Hornblower Racing (Hon); 2. American Flyers (Hon): 3. Himmelsbach Endurance (Hon); 4. IRC Racing (Yam); 5. Team Holliday (Hon); 6. AGV Sport (Hon); 7. Island Boys Racing (Hon); 8. S&K Racing (Hon); 9. Competition Cowlings (Suz); 10. Mid-Cities Motorsports (Hon); 11. Team Cycle Sport (Yam); 12. RS Racing (Hon); 13. Moto Liberty/Nankai (Hon); 14. Super B Racing (Hon); 15. SCT Racing (Yam).

GTO C'SHIP POINT STANDINGS: 1. Fastline/MCM Racing (134); 2. Team America (118); 3. Duthcman Racing (97); 4. Gold Hill Racing (75); 5. Keystone Racing (60): 6. Class Racing (56); 7. (TIE) Team Magic/N2 Racing (55); 9. (TIE) Northwest Racing/Team Yamaha Endurance (53).

GTU C'SHIP POINT STANDINGS: 1. Moto Liberty/Nankai (107); 2. Hornblower Racing (85); 3. IRC Racing (65); 4. (TIE) T.B.R. Racing/American Flyers (62); 6. Team Toomer (57); 7. (TIE) Himmelsbach Endurance/AGV Sport/Team Holliday (49); 10. New Tech Racing (47).

MOTOCROSS World Championship 500cc MX Series: Round 10

Kurt Nicoll kept his title hopes alive by scoring the overall win at the Belgian GP.

Nicoll stays afloat with Belgian win

By Alex Hodgkinson

NAMUR, BELGIUM, AUG. 2

Englishman Kurt Nicoll kept his title hopes alive by posting 1-3-1 moto scores and securing the overall win at what many regard as the most prestigious GP of the year, the Belgian round at Namur. The factory KTM rider, who is seeking his first GP title, climbed back into the runner-up spot in the championship point standings and is now only 24 points behind series leader Georges Jobe, with just two rounds and six motos remaining in the series.

Jobe, the home country favorite at Namur, failed to finish the first moto with transmission problems, while American Billy Liles had an even worse day after crashing twice in the first moto, once again in the second and finishing fourth in the third.

Second overall was Sweden's Marcus Hansson via 3-1-3 moto placings, a career-best for the Kawasaki rider. Rounding out the top three was the defending champ Jobe.

Able only to score 13 points on the day, Liles effectively ended any chance he had of taking the title. The Georgian went into the Belgian GP second in the series point standings but left in third, 59 points behind Jobe, 453-393. Nicoll is currently second with 428 points. All Jobe needs to do is score one more point and Liles will officially be out of the hunt.

An air of gloom was cast over the event, however, when, during Saturday's practice session, Belgian Wijnants crashed into a tree. He was airlifted to the hospital with paralyzing spinal injuries.

The first of three 20-minute-plus two-lap motos was disastrous. Holland's Gerard Delepine slid out on the wet and grassy first turn and took out about a third of the 40-rider field, including Liles, Belgian Joel Smets, Swede Jorgen Nilsson, Belgian Jacky Martens and Brit Jeremy Whatley. Martens called it quits right there, while Liles recovered in the back of the pack.

Leaving the scattered bikes and bodies behind him was Jobe, who blasted out into the lead after passing fellow countryman Johan Boonen and Nicoll on the first lap. From that point on, the race was all Jobe's, as the factory Honda rider pulled away. But at the 20-minute mark, Jobe's race came to a screeching halt when the transmission blew.

Inheriting the lead was Nicoll who held on for the win over Boonen.

"I had a few attempts at Jobe in the early laps but my arms started to pump up a little and I decided to ease back a little," said Nicoll. "He (Jobe) was also riding tense and I knew I could pull him back when I wanted. If his gearbox hadn't gone, I still would've won; I knew I could pass him on the big uphill, but I was keeping that in reserve."

Third-place Hansson, said, "I tried to pace him (Boonen) many times, but it is so difficult here." Hansson backed off in the final half a lap to cross the finish line a lonely third.

Liles, meanwhile, was working his way up through the pack after crashing in the first turn, but it was all for naught, as he and another rider collided in midair over a jump and went tumbling on the gravel. Both riders were badly bruised and Liles went to have the little finger of his left hand, which had been cut through to the bone, stitched up.

Rounding out the top five were former champ Dave Thorpe of Great Britain and Karl Sulzer of Germany.

The second moto provided the first GP moto win of Hansson's career. The Swede holeshot and by the time Jobe passed second-place Warren Edwards of Great Britain at the end of lap two, Hansson was long gone.

"I got a little nervous in the last few laps," said Hansson. "The starts are so important here and getting a good one really helped. I was never troubled."

Jobe had little worries in second, as his main concern, Nicoll, gated ninth.

"I could see Jobe at one stage, but when he got past Edwards and I was still behind Jacky Martens and Billy Liles, the gap was too great to try to chase him. By the time I got into third, 15 minutes had already gone."

Nicoll ended up third.

Nicoll took over third when Liles, once again, crashed.

"I came off the jump into the main arena sideways, and it just spit me off," said Liles. "The asphalt there is slippery enough with the dirt on it, but for some reason they went and watered it as well. I had no chance to save it. There was no sense to continue. The bike was bent and the grip torn off and no one is going to catch me for third in the championship. The title is over for me now though."

A few laps later, Lile's teammate, Whatley crashed heavily on the main uphill and was unconscious for a time before being taken by ambulance to the hospital for immediate surgery on a badly splintered left wrist.

The top five finishing order was Hansson, Jobe, Nicoll, Martens and Edwards.

Gating third behind Jobe and Hansson in the third and final moto, Nicoll needed less than two laps to work his way to the front.

"I had an even better line at the bottom of the big hill than earlier in the day and passed them both there," said Nicoll. "I knew I was riding so much better than Jobe that I was safe even when I was only a couple of seconds clear."

Nicoll went on to score the win ahead of Jobe and Hansson.

Hansson was content with third: "I didn't quite have their speed," said the 22-year-old Hansson. "I'm getting there, though."

Fourth went to Liles, while Great Britain's Brian Wheeler rounded out the top five. CN

Results

TIMED PRACTICE: 1. Kurt Nicoll (2 min. 57.62 sec.); 2. Georges Jobe (2:58.43); 3. Billy Liles (2:58.26); 4. Marcus Hansson (2:59.41); 5. Karl Sulzer (2:59.87); 6. Franco Rossi (2:59.94); 7. Joel Smets (3:00.09); 8. Carlo Hulsen (3:00.63); 9. Jeremy Whatley (3:00.99); 10. Ronny Weustenraed (3:01.08); 11. Johan Boonan (3:01.90); 12. David Thorpe (3:02.21); 13. Gerald Delepine (3:02.28); 14. Jorgen Nilsson (3:02.65); 15. Siegfried Bauer (3:02.72); 16. Olivier Perrin (3:02.78); 17. Jacky Martens (3:03.03); 18. Mervyn Anstie (3:03.05); 19. Magnus Petterson (3:03.26); 20. Warren Edwards (3:03.32); 21. Jared Smith (3:03.40); 22. Ornost Zemen (3:03.60); 23. Dirk Geukens (3:03.71); 24. Jo Martens (3:03.86); 25. Giovanni Cavatorta (3:03.92); 26. Darryl King (3:04.28); 27. Marc Velkeneers (3:04.51); 28. Stefan Larsson (3:04.67); 29. Thomas Kneip (3:04.79); 30. Soren Mortensen (3:04.91); 31. Christian Vimon (3:04.93); 32. Rudi van Leeuwen (3:05.05); 33. Brian Wheeler (3:05.07); 34. Arto Pantilla (3:03.20); 35. Bruno Salina (3:05.81); 36. Mauro Moretto (3:05.97); 37. Mario Vincenzo (3:06.12); 38. Eric Delannoy (3:06.13); 39. Jason Higgs (3:06.16); 40. Marco Faussone (3:06.29); 41. Petr Kovar (3:06.45); 42. Giorgio Antoniazzi (3:06.53).

MOTO 1: 1. Kurt Nicoll (KTM); 2. Johan Boonen (Kaw); 3. Marcus Hansson (Kaw); 4. David Thorpe (Hon); 5. Karl Sulzer (Hon); 6. Carlo Hulsen (Hon); 7. Brian Wheeler (KTM); 8. Olivier Perrin (Kaw); 9. Jeremy Whatley (Hon); 10. Dirk Geukens (Hon); 11. Jared Smith (Kaw); 12. Joel Smets (Hon); 13. Marco Faussone (Kaw); 14. Darryl King (Kaw); 15. Warren Edwards (Hon); 16. Siegfried Bauer (Kaw); 17. Stefan Larsson (Kaw); 18. Jorgen Nilsson (Hon); 19. Magnus Petterson (Kaw); 20. Mervyn Anstie (Hon); 21. Eric Delannoy (Hon); 22. Mario Vincenzo (Kaw); 23. Petr Kovar (Kaw); 24. Ornost Zemen (Kaw).
Time: 31:29.54

MOTO 2: 1. Marcus Hansson (Kaw); 2. Georges Jobe (Hon); 3. Kurt Nicoll (KTM); 4. Jacky Martens (Hus); 5. Warren Edwards (Hon); 6. Brian Wheeler (KTM); 7. Franco Rossi (KTM); 8. Joel Smets (Hon); 9. Jorgen Nilsson (Hon); 10. Darryl King (Kaw); 11. David Thorpe (Hon); 12. Jared Smith (Kaw); 13. Johan Boonen (Kaw); 14. Dirk Geukens (Hon); 15. Ronny Weustenraed (Kaw); 16. Olivier Perrin (Kaw); 17. Carlo Hulsen (Hon); 18. Siegfried Bauer (Kaw); 19. Magnus Petterson (Kaw); 20. Mario Vincenzo (Kaw); 21. Mervyn Anstie (Hon); 22. Eric Delannoy (Hon); 23. Thomas Kneip (Kaw); 24. Ornost Zemen (Kaw); 25. Jason Higgs (Kaw); 26. Christian Vimon (Hon); 27. Soren Mortensen (Kaw); 28. Giovanni Cavatorta (Hon); 29. Gerald Delepine (Hon).
Time: 31:23.05

MOTO 3: 1. Kurt Nicoll (KTM); 2. Georges Jobe (Hon); 3. Marcus Hansson (Kaw); 4. Billy Liles (Hon); 5. Brian Wheeler (KTM); 6. Jorgen Nilsson (Hon); 7. Siegfried Bauer (Kaw); 8. Dirk Geukens (Hon); 9. Ronny Weustenraed (Kaw); 10. Olivier Perrin (Kaw); 11. Karl Sulzer (Hon); 12. Johan Boonen (Kaw); 13. Gerald Delepine (Hon); 14. Carlo Hulsen (Hon); 15. Petr Kovar (Kaw); 16. Mario Vincenzo (Kaw); 17. Jo Martens (Hon); 18. Darryl King (Kaw); 19. Eric Delannoy (Hon); 20. Ornost Zemen (Kaw); 21. Marco Faussone (Kaw); 22. Bruno Salina (Hon); 23. Stefan Larsson (Kaw); 24. Jason Higgs (Kaw); 25. Joel Smets (Hon); 26. Giovanni Cavatorta (Hon).
Time: 34:39.03

O/A: 1. Kurt Nicoll (KTM); 2. Marcus Hansson (Kaw); 3. Georges Jobe (Hon); 4. Brian Wheeler (KTM); 5. Johan Boonen (Kaw); 6. David Thorpe (Hon); 7. Jorgen Nilsson (Hon); 8. Dirk Geukens (Hon); 9. Karl Sulzer (Hon); 10. Olivier Perrin (Kaw); 11. Billy Liles (Hon).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS: 1. Georges Jobe (452); 2. Kurt Nicoll (428); 3. Billy Liles (393); 4. Joel Smets (228); 5. Johan Boonen (216); 6. Franco Rossi (207); 7. Jeremy Whatley (199); 8. Jorgen Nilsson (187); 9. Marcus Hansson (174); 10. Dirk Geukens (169).

NEW PRODUCTS

The Final Call Alcohol Breath Tester is a portable, one-use breath analyzer that may be used to check one's blood-alcohol level before driving. The tester consists of a balloon and crystal-filled tube, and produces easy-to-read results. The Final Call cost $2.95. For more information contact U.S. Alcohol Testing of America, Dept. CN, 10410 Trademark St., Rancho Cucamonga, CA 91730, 800/753-4625.

Tour Master's Road Race Elite Glove is made of soft, Japanese drum-dyed leather and is claimed to need no break-in period. The palm area features double leather, Kevlar and studs for added protection. The wrist area is covered with thick padding, and the large gauntlet closes tightly with a hook-and-loop fastener. Available in sizes XS-XXL, the Road Race Elite Glove comes in three different color combinations and costs $99.95. For more information contact Tour Master Riding Gear, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.

Starklite Cycle's Indian Motorcycle Book is a compilation of history, full-color photographs and assembly drawings. The book is claimed to be a useful tool for restoring Indian motorcycles, and costs $10.00 per copy. For more information contact Starklite Cycle, Dept. CN, 21230 Gold Valley Rd., Perris, CA 92570, 714/780-0421. CN

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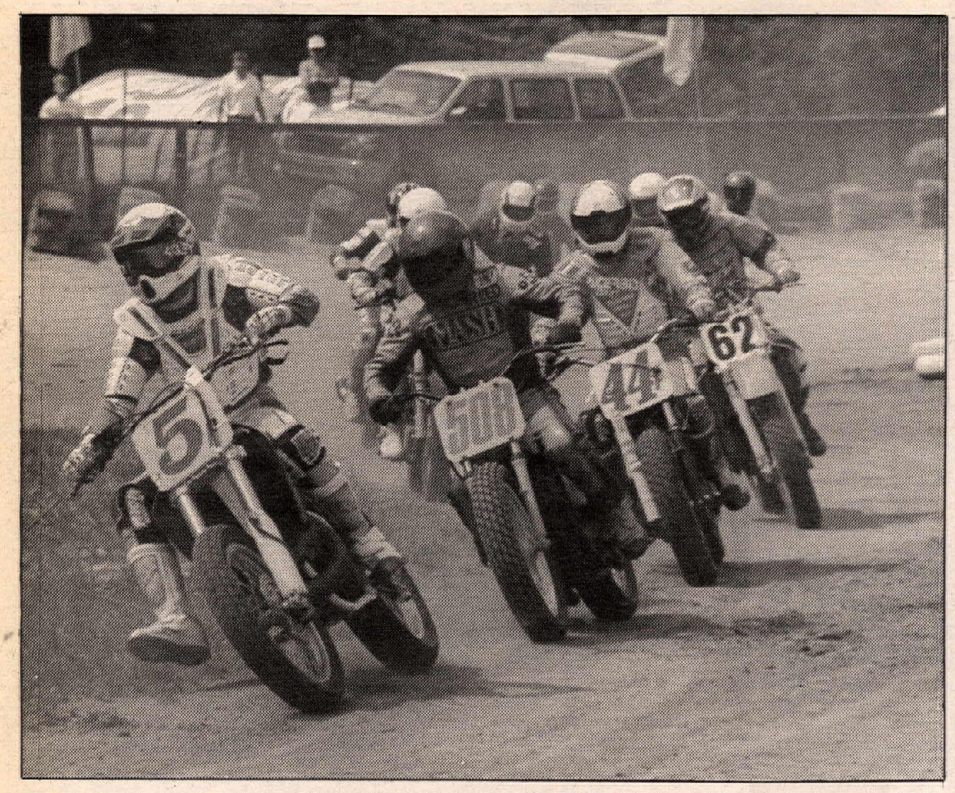
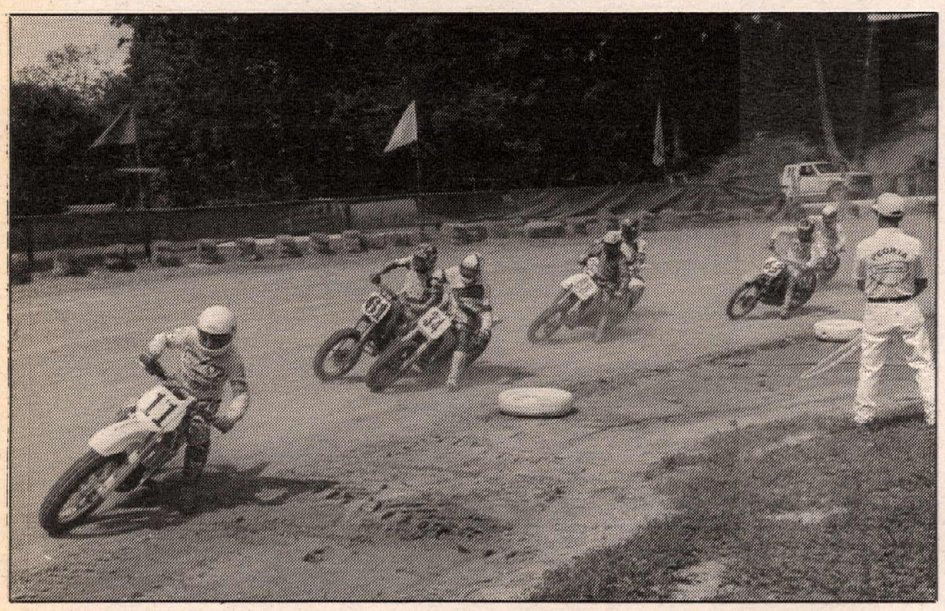


Paul Morgan (5P) led Reed Bartolino (508) and Brian Fleck (44F) in the 500cc final.

John Flesher (11), Brian Zurn (61) and Chad Davis (34) diced in the 250cc DTX main.



Glen Schnabel Jr. won the 250cc DTX final and clinched the class championship.

Schnabels sizzle at Peoria

By Dave Hoenig
Photos by Flat Trak Fotos

PEORIA, IL, AUG. 1

Over 100 riders returned to the Peoria M.C. clubgrounds for the conclusion of the AMA Amateur and Youth Dirt Track Nationals, and it was the Schnabel Electric team of Scott and Glen Schnabel that came away the big winners. Rain in early July caused the final TT portion of the Nationals to be delayed, and the amateurs tackled the track the day before the stars of the Camel Pro circuit.

After cleaning house at the opening portion of the Nationals, the Hayden family suffered a string of bad luck and didn't fair nearly as well. Tommy Hayden was involved in a multi-bike accident in the first practice session and suffered a broken arm, wrist and elbow, while his little brother, Nicky, fell in the 250cc Modified National while running second and dropped to eighth.

After Hayden's demise, the 250cc Modified final was a runaway for Glen Schnabel. Hayden pressured Schnabel early in the race, but went down in the chicane and left Scott Shinn in second. Shinn held a solid second over Steve Hall, but was never able to challenge Schnabel.

Glen Schnabel returned in the 250cc DTX class and scored yet another easy win. Schnabel easily outdistanced a race-long battle between Jaramia Becker and Super Senior rider John Flesher. At the finish, it was Schanbel well ahead of Becker and Flesher.

Not to be outdone, Scott Schnabel led the 400cc class from the flash of the green light to the wave of the checkered flag. Scott Freber gave chase to Schnabel in the initial laps, but eventually fell off the pace. Freber did, however, hold on to second at the finish line ahead of Lee Johnson which was good enough to secure the class championship.

Like his brother, Scott Schnabel returned to earn a second win, this one in the 200cc Modified class. Schnabel defeated Dennis Williams, who until that point, had won every event in the 200cc Modified class. Williams finished a comfortable second, well ahead of Terry Adams and John Lambrick.

Robert Russell holeshot the Super Senior final but was quickly gobbled up by John Flesher. Flesher began to open a lead until a hard-charging Bill Snyder passed Russell and began to close the gap. Flesher and Snyder proceeded to wage war over the lead, and at the finish it was Snyder who held the upper hand. Ray Smith also worked past Russell to finish in the third spot.

Dennis Williams kept his record in the Vintage class perfect by running away from Les Eslinger and Ron Schettl. Williams' good fortune continued when his name was drawn as the winner of the Circle Bell contingency award of $500 and five dozen T-shirts.

Controversy arose in the Open class final, as points leader Paul Morgan was not allowed to compete aboard his DTX Honda CR500 because it was undersized. With points leader Morgan and Tommy Hayden on the sidelines, the door was left wide open for Dave Kolenda and Paul Kops. The two riders staged a tremendous battle for the lead, and at the finish it was Kolenda who crossed the finish line first. Kops' second place finish, though, was good enough to earn the class championship.

The 500cc DTX class featured a race-long battle between Tim May and Mark Burkholder. May pulled free for the win at the checkered, but Burkholder was crowned the class champion with more consistent finishes at the first part of the Nationals.

Mike Caves led Burkholder, May and Kenny Clary around the track in the Over 30 class. Caves held on to the lead to the finish, while the rest of the pack argued over second. May moved into second when Burkholder began to fade and Clary fell off. Kolenda suffered a poor start, but raged into third at the finish to edge Caves for the class championship.

May returned in the 500cc Modified class and ran away from the field. Paul Morgan and Reed Bertolino battled over second, and were joined by Burkholder at the halfway point. Burkholder dashed into second on the last lap and edged Morgan and Bertolino at the line. Burkholder's pass was damaging to Morgan, as his third-place finish left him in a championship tie with the injured Tommy Hayden. Hayden was declared the champion since he had acquired more wins at the previous races. CN

Results

S/SR: 1. Bill Snyder (Hon); 2. John Flesher (Yam); 3. Ray Smith (Kaw); 4. Robert Russell (Hon); 5. Les Eslinger (Suz); 5. Mike Fink (Hon); 6. Jon Baker (kaw);7. Bill Barksdale (Yam); 8. Bill Lilly (Hon).

250 MOD: 1. Glen Schnabel Jr. (Hon); 2. Scott Shinn (Hon); 3. Unknown; 4. Steve Hall (Hon); 5. Jaramia Becker (Kaw); 6. Chad Davis (Suz); 7. Brian Zurn (Kaw); 8. Nicky Hayden (Yam).

VINT: 1. Dennis Williams (H-D); 2. Les Eslinger (Yam); 3. Ron Schetti (Yam); 4. George Ewait (Yam); 5. Garry Brennan (Tri); 6. Mike Buchholz (Yam).

400 MOD: 1. Scott Schnabel (Kaw); 2. Scott Freber (Suz); 3. Lee Johnson (Hon); 4. Robt. Collier (Suz); 5. Dan Murre (Hon); 6. Troy Johnson (Hon); 7. David Shurmsay (C-A).

500 DTX: 1. Tim May (Kaw); 2. Mark Burkholder (Kaw); 3. David Knowles (Hon); 4. Mark Kornely (Yam); 5. Denny Goodman (Yam); 6. Ray Smith (Kaw); 7. Chad Butler (Kaw); 8. Steve Gill (C-A); 9. Richard Ginther (KTM).

250 DTX: 1. Glen Schnabel Jr. (Kaw); 2. Jaramia Becker (Kaw); 3. Unknown; 4. John Flesher (Yam); 5. Dallas Mayer (Yam); 6. Brian Zurn (Suz); 7. Chad Davis (Suz); 8. Lee Johnson (Yam); 9. Unknown; 10. Mike Bertram (Kaw).

200 MOD: 1. Scott Schnabel (Kaw); 2. Dennis Williams (Bul); 3. Terry Adams (Kaw); 4. John Lambrick (Kaw); 5. Mike Copeland (Kaw); 6. Steve Mason; 7. Cary Corr (Kaw); 8. Mike Collier (Hon); 9. Katsura Shibasaki (Bul).

SR +30: 1. Mike Caves (Rtx); 2. Tim May (Kaw); 3. Dave Kolenda (H-D); 4. Mark Burkholder (Kaw); 5. Mike Belliel (Hon); 6. Mike Babka (Yam); 7. Dallas Mayer (Rtx); 8. David Knowles (Hon); 9. Charles Roberts (Hon); 10. Kathie Verdugo (Hon).

500 FINAL: 1. Tim May (Kaw); 2. Mark Burkholder (Kaw); 3. Paul Morgan (Hon); 4. Reed Bertolino (Rtx); 5. Steve Hall (H-D); 6. Brian Fleck (Hon); 7. Doni Holeman (Hon); 8. Brian Zurn (Rtx); 9. Shawn Wade (Hon); 10. Tony Wessing (Hon).

FINAL POINT STANDINGS

200 MOD: 1. Dennis Williams (56); 2. Scott Schnabel (49); 3. Terry Adams (40).

250 MOD: 1. Glen Schnabel Jr. (56); 2. Nicky Hayden (42); 3. Scott Shinn (29); 4. Steve Hall (29).

250 DTX: 1. Glen Schnabel Jr. (56); 2. John Flesher (40); 3. Jaramia Becker (30).

400 MOD: 1. Scott Freber (52); 2. Scott Schnabel (43); 3. Dan Murre (36).

500 MOD: 1. (TIE) Tommy Hayden/Paul Morgan III (40); 3. Steve Hall (37).

500 DTX: 1. Mark Burkholder (42); 2. Steve Gill (30); 3. Tim May (20).

OPEN: 1. Paul Kops (43); 2. Dave Kolenda (40); 3. Paul Morgan III (31).

SR +30: 1. Dave Kolenda (53); 2. Mike Caves (52); 3. Mark Burkholder (33).

SR +40: 1. Bill Snyder (56); 2. John Flesher (40); 3. (TIE) Ray Smith/Les Eslinger (25).

VINT: 1. Dennis Williams (60); 2. George Ewalt (35); 3. Gary Brennan (33).

Kenny Thoreson (2) holeshot the Expert/Amateur class at the OT National MX.

Bob White (48) was the early leader in the Masters Senior division.

Lamkin, Thorwaldson thrash OT Nat'l MX

By Don Schneider

ALBANY, OR, JULY 25-26

Jim Lamkin overwhelmed the Master Senior class with five perfect moto wins at round eight of the International Old Timers Motocross Series at Albany SX. Rich Thorwaldson finished in great fashion to watch the Master class two-day overall.

Ten chapters of the Old Timers Association and Over The Hill Gang brought some 330 total entrants together to battle in the 95-degree temperatures.

On day one in the Master Senior class, Lamkin rounded turn one banging bars with Bob White. White pulled ahead, but Lamkin motored by in the back whoop section on lap three. Ken Hodgson also made up ground on Philip Frichie and Rick Kelly on lap four, making a double-pass for third. By the end of lap six, Lamkin had a 10-second lead, while White was trying to hold off Hodgson's advances. Heading down the long straightaway, Hodgson made the pass, as he sailed past White over the tabletop for second. The top three remained the same to the checkers.

In moto two, Hodgson was off the line first, followed by Lamkin and Frichie. On lap two Hodgson bobbled and Lamkin capitalized, taking the lead. White had started in sixth, but worked his way up to fourth on lap two.

By lap three White had caught up to Frichie and passed him, and was closing on Hodgson. On lap five Hodgson crashed in the sand pit and hurt his hand, remounting in the back of the pack. This put White in second and Zoli Berenyi in third.

Moto three saw White scream into turn two with Lamkin and Hodgson behind. Lamkin started lap two roosting by White in the whoops for the lead. Hodgson pressured White in every corner and on lap five he charged up the inside approaching a left-hander and outbraked for the lead. Up front Lamkin motored to a 15-second win with Hodgson holding second and White third.

Day two's moto four was all Lamkin's as he pulled the holeshot and motored away early. Bill McClinton and White were no match for his pace. White wicked it by McClinton on lap three for second. By lap seven Hodgson was recovering from a poor start and had made up ground on the top five, but seemed to be having a had time holding on with his hurt hand. Berenyi had also made a charge on White, and on the same lap, made a pass for second in the whoops.

In moto five Berenyi gated perfectly, edging out Lamkin, McClinton and Frichie in turn two. White was off in the last-place spot, and followed Hodgson through the field. Lamkin passed Berenyi for first on lap two. By lap five White and Hodgson had freight-trained up to Frichie and squeezed by. White then made a pass on Hodgson on lap six.

Up front, Lamkin and Berenyi pulled away from the pack. On lap seven McClinton stalled in the switchbacks and was passed by the rest of the class. At the checkers Lamkin crossed the line five seconds up on Berenyi. The rest of the field was back 20 seconds, with White finishing in third over Hodgson and Frichie.

Moto one in the Master 40 Plus class saw Rick Kelly nail a perfect gate. Mike Perry was hot on his tail in second, followed by Gary Roestel, James Parks and Rich Thorwaldson. Heading over the first double, Perry jumped to the inside of Kelly. When Perry landed, the two tangled bars and slammed to the deck. They remounted in dead last, and began a fierce run through the pack. Parks was the beneficiary of the crash and took over the lead, while most of the pack was held up by the crash. Thorwaldson was in second behind Parks, but tried to make a block-pass that back fired when Thorwaldson caused a chain-reaction pileup that involved the top four machines. Jeff Creager, who had been running fifth, took advantage of the mayhem and moved around the fallen riders and into the lead and the moto win.

Moto two featured a Thorwaldson wire-to-wire sweep. Ratzloff and Parks tangled in turn two and went down near the front. Perry started second with Creager, Dave Merklin, Kelly and Roestel rounding out the top six. On lap two Kelly passed Merklin for third. Creager motored past Perry for second on lap five. On the final lap, Thorwaldson nearly threw it away just after the long whoops, but recovered for the win.

In moto three, Perry and Roestel charged into turn two side by side. Ratzloff, Parks and Kelly were waging war right behind them, and got by when Perry and Roestel had a mishap. Thorwaldson, who got caught up in the first-corner mayhem, was pushing it to the limit. On lap four he worked past Merklin, Roestel and Kelly to garner fourth. Lap five saw Parks crash and get passed by 10 riders before remounting.

With two laps to go Thorwaldson was working hard on Perry, who surrendered third in the long whoops. After getting the white flag, Thorwaldson wicked it up and passed Roestel for the moto win.

In moto four Perry was off the line first as Ratzloff, Roestel, Doggett and Thorwaldson rounded out the top five. In lap three Ratzloff made a pass on Perry in the whoops. Thorwaldson was on the move and had bumped by Roestel on lap four and was trying to push Perry out of every turn. Entering a left-hander, Thorwaldson shoved his CR500 inside and made the pass stick. Thorwaldson gradually pulled away from Ratzloff and crossed the line well up on Ratzloff, Perry, Leach and Roestel.

Moto five started out with a Perry/Creager slam-fest into turn one. Thorwaldson had other things in mind and powered into the left-hander on the inside and pushed the two front-runners wide. Creager pushed Perry wide at the end of the whoops on lap three for second. Thorwaldson was awarded with the overall victory. CN

Results

NOV 40+: 1. David Gibson (Hon); 2. Jack Turner (Kaw); 3. Rod Gass (Hon); 4. Eric Forsythe (Kaw); 5. Zedwick (Kaw).

NOV SR 50+: 1. Joe Brazil (Hon); 2. Dennis Pangburn (Suz); 3. James Hersman (KTM); 4. Albert Hinkley (KTM); 5. Russ Leslie (Hus).

NOV S/SR 60+: 1. Cliff Stump (Hon); 2. Bill Neely (Kaw); 3. Dave Scott (Suz); 4. Norm DuVall (Yam); 5. Norm Armstrong (Hon).

NOV OTHG: 1. Susan Smith (Kaw); 2. Charlie Brown (Suz); 3. David Lyle (Hon);a 4. Randy Brooks (Suz); 5. Carl Chadwick (KTM).

AM 40+: 1. Jim Swendson (Hus); 2. Nick Rusinovich (Hon); 3. Pat Smith (KTM); 4. Milt Harden (Suz); 5. Terry Hamness (Kaw).

AM SR 50+: 1. Bob Gillies (Hon); 2. Ron Scott (Hon); 3. Le Roy Francard (KTM); 4. Ed Parsons (Yam); 5. Edwin Miller (Kaw).

AM S/SR 60+: 1. Asker Larnkjaer (Suz); 2. Daniel McCarthy (Suz); 3. Wes Bradwell (Yam); 4. Fred Parsen (Hon); 5. Bill Downey (Yam).

AM OTHG: 1. Kenny Thoreson (Hus); 2. Dave Rostell (KTM); 3. Bob Cummings (Hus).

EX 40+: 1. Bill Row (Yam); 2. Jim Harris (Yam); 3. Art McDade (Hon); 4. Walter Smith (Kaw); 5. Richard Schillino (Yam).

EX SR: 1. Laurence St. Pierre (Hon); 2. Gary Chase Sr.; 3. Jack Coulombe (Hon); 4. Carl Bowling (Hon); 5. Merrill Rempfer (KTM).

EX S/SR 60+: 1. Johnnie Hall (Hus); 2. Jim Newman (Suz).

EX OTHG: 1. Joe Casey (Yam); 2. Mike Whalen (Kaw).

MSTR 40+: 1. Rich Thorwaldson (Hon); 2. Ken Ratzloff (Hon); 3. Mike Perry (Suz); 4. Gary Doggett (Hon); 5. Jeff Creager (KTM).

MSTR SR 50+: 1. Jim Lamkin (Hon); 2. Bob White (Hon); 3. Zoli Berenyi (Hon); 4. Ken Hodgson (Kaw); 5. Philip Frichie (Hsb).

SUPP A: 1. Mike Bell (Suz); 2. Ryan Leach (Suz); 3. Paul Budai Jr. (Kaw); 4. Gary Beyer (KTM).

SUPP B: 1. Tyce Jackson (Kaw); 2. Jeff Ratzloff (Hon); 3. Monty Harris (Suz); 4. Ian Radich (Suz); 5. Jim Marshall (Suz).

SUPP C: 1. James Gladish (Suz); 2. Jeramie Holmes (Suz); 3. Wes Hare (Hon); 4. Jason Parks (Hon); 5. Nick Abbott (Yam).

DeCoto determined at Washougal MX

By Don Schneider

WASHOUGAL, WA, JULY 31-AUG 1

Nearly 800 riders turned out to compete at the two-day AMA Amateur National Motocross held before the AMA 125/500cc National held at Washougal MX Park, but the stand-out performance was turned in by a handicapped rider that finished only 16th in the 125cc Beginner class. Todd DeCoto turned in consistent 17-16 moto finishes in the 125cc Beginner division three, but what made his feat incredible is that he competes with only one arm. DeCoto removed his front brake assembly and replaced it with his clutch lever so that he could ride motocross.

While the crowd cheered for DeCoto, Honda rider Derek Jasper went on to handily win both motos going away for the overall win in the 125cc Beginner division three. Mike Comer, Michael Lindsay and Keith Blanchard all ended the day in a six-point tie, and Comer was awarded second overall because of a runner-up finish in moto two.

Vylam Nguyen holeshot moto one of the first division of 125cc Intermediates and was followed by Stan Sloboda, Ryan Hageman, Lou Caulkins and Oren Bray. Forrest Transue rounded turn one in 10th.

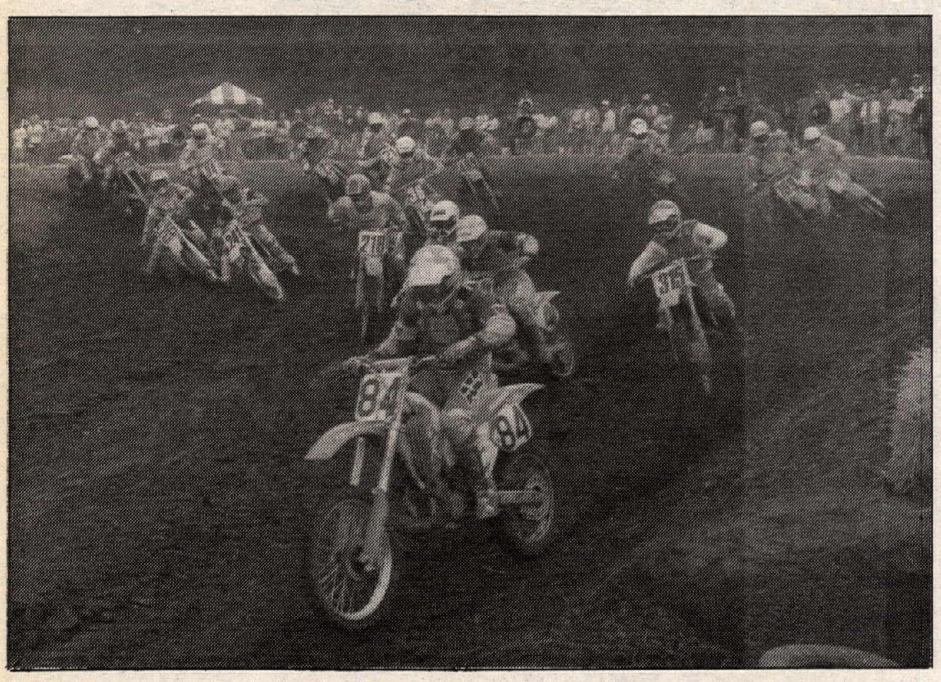
By lap two, Transue had blitzed into fifth and set his sights on Caulkins and Hageman. At the end of lap three in the whoops, Transue bezerked past the duo within a split second of one another. Transue passed Slaboda in the woods on lap four and zapped Nguyen on the uphill on lap five to garner the lead. Hageman also worked past Nguyen on the final circuit in the woods for second. Caulkins, Sloboda and Robb Floth rounded out the top six at the moto's end.

The Sportsmanship Award was given to Ryan Hageman in moto two. Michael York was off the line first and rounded turn one with the lead.

LOCAL EVENTS

Todd DeCoto was a force to be reckoned with in the 125cc Beginner class.

Jason McCormick (84) got the jump on the 250cc Intermediate class at Washougal.



Transue ran second and had Hageman, Sloboda, Bray and Larry Jones at bay early on. Transue quickly picked up the pace and motored past York through the whoops at the end of lap one for the lead. Once in front, Transue set a blistering pace that took him to an over-30-second win.

On lap two, Hageman grabbed too much throttle exiting turn two with Caulkins breathing down his exhaust pipe. Getting a little squirrely, Hageman got real sideways and Caulkins hit his swingarm. Both riders hit the deck. Caulkins was trapped under his machine and Hageman's bike was stuck wide open. Hageman crawled over and hit the kill switch, then got up and picked Caulkins' machine off him and made sure he was alright. The duo both restarted and sped away.

Hageman was passed only by Jones and Nguyen in the mishap. By lap five, Hageman screamed back past the duo to garner fourth. York and Sloboda held their positions to the flag to net second and third, respectively.

Dave Coupe brought his Mazaferro Husky-backed machine to wage war in the 30-40 year old Expert and Open Expert classes. Coupe enjoyed a clean sweep in all four motos. CN

Results

FRIDAY

80 BEG D-1: 1. Russell Fraser (Suz); 2. Ryan Duntsuh (Suz); 3. Jimmy Johnson (Kaw); 4. Ryan Anderson (Kaw); 5. Justin McRoberts (Hon).

80 BEG D-2: 1. Jason Allen (Suz); 2. Mitchell Merritt (Hon); 3. Butch Kingston (Kaw); 4. Shawn Stewart (Suz); 5. Sean Goldie (Yam).

80 JR D-1: 1. David Turner (Kaw); 2. Sean English (Kaw); 3. Tom York (Hon); 4. Jordan Sampter (Kaw); 5. Jeff Conway (Hon).

80 JR D-2: 1. Nick Peterson (Hon); 2. Ryan Terleck (Suz); 3. Jerame Armstrong (Kaw); 4. Tyler Kavaney Hon); 5. Todd Bailey (Suz).

80 INT: 1. Jimmy LaMastus (Suz); 2. Brian Martin (Hon); 3. Danny Smith (Suz); 4. Burt Stephenson (Suz); 5. Peter Mares (Kaw).

125 BEG D-1: 1. Todd MacNaughton (Kaw); 2. Mike Law (Yam); 3. Noah Moss (Hon); 4. Mathew Axelson (Suz); 5. Rick Steiner (Suz).

125 BEG D-2: 1. Ryan McRoberts (Hon); 2. Shane Daniels (Hon); 3. Richard Joa (Kaw); 4. Jess Wallins (Suz); 5. Jordan Lieberman (Hon).

125 BEG D-3: 1. Derek Jasper (Hon); 2. Mike Comer (Kaw); 3. Michael Lindsay (Kaw); 4. Keith Blanchard (Hon); 5. Bobby Sisk (Hon).

250 BEG D-1: 1. Todd Armstrong (Kaw); 2. Charlie Berry (Suz); 3. Kenny Hendrickson (Hon); 4. Dan Fitch (Suz); 5. Ray Summerlin (Suz).

250 BEG D-2: 1. Shain Stoner (Kaw); 2. Mark Walsh (Kaw); 3. Michael Wolford (Hon); 4. Gregg Stein (Kaw); 5. Jon Marshall (Suz).

250 JR D-1: 1. Jason Mathews (Hon); 2. Russell Lee (Kaw); 3. Jason Flaherty (Hon); 4. Mike Sconfienza (Suz); 5. Dennis Springs (Kaw).

250 JR D-2: 1. Tyai Jackson (Kaw); 2. Rod DiStafano (Yam); 3. Chip Roton (Kaw); 4. Jim Henn (Suz); 5. Jake Anderson (Kaw).

OPEN BEG: 1. Randy Jacobs (Hon); 2. Tom Wertman (ATK); 3. Doug Stewart (Hon); 4. Mark Holder (Hon); 5. Reynoir Petersen (Hon).

OPEN JR: 1. Rick Collicott (Hon); 2. Mike Dougherty (ATK); 3. Gary Roe (Hon); 4. Jason Smith (KTM); 5. Sean Russell (Hon).

105/BIG WHL: 1. Jimmy LaMastus (Suz); 2. Shane Daniels (Kaw); 3. Dusty Davis (Kaw); 4. Ryan Lundbom (Kaw); 5. Eric Gibson (Kaw).

SATURDAY

WMN: 1. Susan Smith (Kaw); 2. Tara Harrison (Kaw); 3. Susan Morgan (Suz); 4. Tammy Ingraham (Hon); 5. Kim Summerlin (Kaw).

50: 1. Tyler Fick (Yam); 2. Issac Senger (Yam); 3. Kyle Harris (Yam); 4. Brac Gaboriault (Yam); 5. Levi Huffman (Yam).

60 0-8: 1. Travis Taylor (Hon); 2. Ryan Coleman (Kaw); 3. Donnie Wolfe (Kaw); 4. Kevin Schoen (Kaw); 5. Tyler Fick (Kaw).

60 9-11: 1. Eric Williams (Kaw); 2. Jason Hensen (Kaw); 3. Tyler Kavaney (Kaw); 4. Jeremy Gray (Kaw); 5. Jan Mark (Kaw).

125 INT D-1: 1. Forrest Transue (Hon); 2. Ryan Hagemann (Hon); 3. Stan Stoboda (Hon); 4. Vy Lam Nguyen (Suz); 5. Michael York (Hon).

125 INT D-2: 1. Jason McCormick (Hon); 2. David Myers (Suz); 3. Jeff Larsen (Yam); 4. Eric Waunch (Hon); 5. Justin Kirkes (Hon).

125 PRO: 1. Charlie Charlton (Hon); 2. Mark Grant (Suz); 3. Andy Pugh (Hon); 4. Brian Stone (Hon); 5. John Newhouse (Suz).

250 INT D-1: 1. Stan Stoboda (Hon); 2. Chris Russell (Hon); 3. Kevin Yeager (Hon); 4. Tim Phillis (Kaw); 5. Kip Posey (Hon).

250 INT D-2: 1. Jason McCormick (Hon); 2. Devin Roe (Suz); 3. Tim Zacharias (Kaw); 4. Brett Klinger (Suz); 5. Jeff Larsen (Suz).

250 PRO: 1. Mark Grant (Kaw); 2. Charlie Charlton (Hon); 3. Andy Pugh (Hon); 4. Brian Stone (Hon); 5. John Sabo (Kaw).

OPEN INT: 1. Kevin Yeager (Hon); 2. Eric Waunch (Hon); 3. Jeff Bailey (Hon); 4. Devin Roe (Hon); 5. Robert Johnson (KTM).

OPEN PRO: 1. Dave Coupe (Hus); 2. Curtis Allen (Hon).

BTH: 1. Forrest Transue (Hon); 2. Ryan Hageman (Hon); 3. Tyce Jackson (Kaw); 4. Richard Collicott (Hon); 5. Shane Heberlein (Suz).

UTH D-1: 1. Dan Villopoto (Yam); 2. Jim Henn (Suz); 3. Eric Phipps (Suz); 4. Bryan Winnem (Kaw); 5. Dusty MacDonald (Kaw).

UTH D-2: 1. Lowell Fretz (Suz); 2. Dave Ingraham (Hon); 3. Perry Belger (Hon); 4. Richard Rice (Hon); 5. Richard Stoner (Kaw).

UTH INT: 1. Steve Nelson (ATK); 2. Ted DeVol; 3. Frank McKuhn (Hon); 4. Ron Hyde (Suz); 5. Steve Nelson (ATK).

30-40 JR D-1: 1. Bryan Lynn (Yam); 2. Chris Berger (Hon); 3. Mike Dougherty (ATK); 4. Jim DeYovo (Yam); 5. Dan Mathis (Suz).

30-40 JR D-2: 1. Susan Smith (Kaw); 2. Pat Grady (Hon); 3. Scott Memlock (KTM); 4. Roger Evans (Hon); 5. Tim Smith (Suz).

30-40 INT: 1. Dan Villopoto (Yam); 2. John Hodges (Kaw); 3. Wayne Egerdal (Hon); 4. Gary Doggett (Hon); 5. Mark Ennis (Hon).

30-40 EX: 1. Dave Coupe (Hus); 2. Ted Devol (Suz); 3. Reid Goldman (Hon); 4. Tim Phillis (Kaw); 5. Eldy Swendsen (Hus).

OT JR: 1. Bob Gillies (Hon); 2. Garry Radford (Kaw); 3. Ted Micone (Suz); 4. Greg Flaherty (Hon); 5. Ken Tadlock (Hus).

OT INT: 1. James Swensen (Hus); 2. Craig Woodward (Kaw); 3. Bob Jackson (Kaw); 4. Don Marcoulier (Hon); 5. Paul Budai Sr. (Kaw).

OT EX: 1. Bob Krah (KTM); 2. Ron Spencer (Hon); 3. Randy Van Dyke (Yam); 4. Jim Lamkin (Hon); 5. Bob White (Ves).

Belew/Smith top Superstition 250 desert race

By Bob Bell

EL CENTRO, CA, AUG. 1

The Team Green boys, Dewey Belew and Craig Smith, proved unstoppable as they ran off with their second overall victory in a row at the Budweiser/Bud Light/Bud Dry Superstition 250 Desert Team Race.

Team Green's Paul Krause was out to make it three for three in the Superstition Series. A win at this double-points event would nearly lock the series championship for him. With a 26-mile loop that consisted or mostly high-speed cross-country running, the open bikes were the odds-on favorite. A good start would be mandatory as the 6 a.m. bomb run had no wind to blow the dust away.

Krause's day was over almost before it started. Problems set in and he didn't even make it to check point one. Leading at the first check, however, was the Vet team of Phil and Jimmy Means from Arizona. They were followed closely by the Belew/Smith team. A tight battle had already developed for the 250cc lead between the Rick and John Flores Kawasaki team and the Neil Goldsmith/Sal Garcia Yamaha team.

At the end of the first lap, the Means brothers ran strong out front. Belew and Smith trailed in second. The Flores brothers continued to fight for the 250cc lead at third overall, with Goldsmith and Garcia in fourth. Ed Foland and Jason Coffman led the 125cc class, with Brent Coleman and Robbie Fippin a close second.

The second lap had the Heawe brothers still leading, but the Belew/Smith team was closing in. Goldsmith and Garcia took a turn leading the 250cc class with the Flores brothers right behind. In the 125cc class, Justin Hoffman and Bob Bell came blitzing up from a third-row sportsman start to take over second in class, right behind Coffman and Feland. John Bilkey and Mike Harder were stomping the Senior division, nearly 30 positions ahead of their nearest competitors.

On lap three, the Means brothers finally gave way to Belew and Smith. This lead-change would be the last one, as Belew and Smith set sail and disappeared. Team Flores took back the 250cc lead and pulled a small margin on the Goldsmith/Garcia team.

As the race wore on, most of the top positions were stabilized. Belew and Smith were out front, Team Means controlled second, and Team Flores pulled clear with the 250cc lead. In the 125cc division, Hollman and Bell's surge to the front was cut short when Bell fell victim to a stomach flu. This left a tired Hollman to ride the remaining laps on his own.

On the eighth and final lap, the Flores brothers fell victim to mechanical problems and their 200cc class win went up in smoke. Tim Belew and Von Mederis moved into second in the 125cc class with Cullman and Pippin right behind after fighting back from a bad crash.

When the checkered flag flew, it was Belew and Smith with the overall and Open class victories. The Means brothers maintained second to the finish for the Vet class win. Goldsmith and Garcia found themselves with third overall and first 250cc Pro. Those three teams were the only ones to complete all eight laps.

Foland and Coffman hung on for the win in the 125cc Pro class at seventh overall. In the Senior class, it was all Bilkey and Harper. They ran well inside the top 15 before settling into their finishing position of 18th.

Results

O/A: 1. Dewey Belew/Craig Smith; 2. Phil Means/Jimmy Means; 3. Neil Goldsmith/Sal Garcia; 4. John Flores/Rick Flores; 5. Ed Foland/Jason Coffman.

Mosley masters Marysville MX

By John Silva

MARYSVILLE, CA, JULY 25

Kenny Mosley scored wins in both 125cc Beginner motos in Saturday night's CMC competition at Riverfront Park.

Mosley has been plagued by poor starts in past events at Riverfront, but his jinx came to an end with a holeshot in moto one. Mosley timed the gate perfectly and secured the lead into the first turn. David Lodermeier was second, followed by Lawrence Morolos, Josh Kalamaras and Chris Weatherbee. Mosley was radical on the first lap, and had a five-second lead at the start of lap two. Lodermeier took a tumble in the back section, which allowed Morolos to inherit second. As the race progressed, Weatherbee passed Kalamaras to take over third, and Chris Ronan moved into fifth. Out front, Mosley continued to build a lead, and took the checkered flag an entire straightaway ahead of second place Morolos. The battle was closer for third, but Weatherbee held on over Kalamaras and Case.

In the second moto, Mosley's reflexes were even sharper. Mosley gated perfectly, and blasted out of turn one well ahead of second place Case. Kalamaras, Weatherbee and Morolos diced it out for the remaining top positions. Kalamaras slid past Case in the scoring-area hairpin, and put a little breathing room between his Suzuki and the rest of the field. Mosley's aggressive style helped him build a good lead at the halfway point, but second-place Kalamaras stayed on the gas and continued to give chase.

Meanwhile, Case, Weatherbee and Morolos raced wheel-to-wheel, with Morolos making his move on the final lap to take over third. Mosley cruised the last lap, which allowed Kalamaras to narrow Mosley's lead. His effort came up short, as Mosley crossed the line for first several bike lengths in front of Kalamaras. Morolos earned second overall with a second-moto third. Weatherbee finished a close fourth with Case fifth.

Results

125 PRO: 1. Michael Brades (Suz); 2. Eric Ducray (Hon); 3. Jeffrey Brownlee (Suz).

60: 1. Bryan Shulz (Kaw); 2. David Mowery (Kaw); 3. Evan Laughridge (Kaw); 4. Lonny Fretch (Kaw); 5. Chris McAvoy (Kaw).

VET PRO: 1. John Volk (Suz); 2. Mark Fortin (Kaw).

VET MSTR: 1. Tony Milner (Yam).

VET INT: 1. Tom McKinney (Kaw); 2. Steve Parker (Yam); 3. Steve Gary (Hon).

VET JR: 1. Mark Olmstead (Hon); 2. Rick Dyer (Hon); 3. Doug PErcey (Yam); 4. Mike Gorda Sr. (Kaw); 5. Jerry Douglas (Hon).

80 JR: 1. Glen Williams (Suz); 2. Mike Patterson (Hon).

80 BEG: 1. Mikki Harris (Yam); 2. Tim Grossglauser (Hon); 3. Mike Gorda Jr. (Kaw); 4. Brandon Wesol (KTM); 5. Chris McAvoy (Yam).

125 JR: 1. Jason Joiner (Hon); 2. Jeff Baldwin (Kaw); 3. David Retzloff (Kaw).

125 BEG: 1. Kenneth Mosley (Suz); 2. Lawrence Morolos (Kaw); 3. Josh Kalamaras (Suz); 4. Chris Weatherbee (Kaw); 5. Brian Case (Hon).

250 PRO: 1. Greg Tirheimer (Suz); 2. Dave Kopels (Kaw); 3. Kevin Wise (Yam).

250 INT: 1. Steve Gary (Hon); 2. Brett Klinger (Suz); 3. Tim Phillis (Kaw).

250 JR: 1. Howard Mintz (Hon); 2. Stacy Rowe (Suz); 3. Kevin Roach (Hon).

250 BEG: 1. Mike Johnson (Suz); 2. Ryan O'Callaghan (Kaw); 3. Darren Pierce (Yam); 4. Ed Tatum (Kaw); 5. Bob Norling (Yam).

Turner turns up heat at Starwest Motocross

By David Procida

PERRIS, CA, AUG. 1

John Turner turned in two fine performances, using consistency to take the overall win in the 250cc Beginner class at Starwest's Saturday Night MX.

When the gate fell to start moto one, Andrew Gergel was the first to hook-up on the concrete starting pad and proceeded to lead the pack through the first turn. Hot on his heels were Craig Jensen, Turner, Greg Johndrow, Tim Walker and Curtis Newman.

As the riders began to sort themselves out Jensen began to look for a line around Gergel. The two riders pulled away from the pack

and Jensen dove to the inside and had a clear line in front of him. Then his front tire washed out and threw him to the ground.

Turner used this to close on Gergel and took a shot for the lead, only to come up short on the rockers when he fell. Quickly underway again, Turner held onto the number two slot. Johndrow pulled to within striking range but couldn't capitalize on Turner's error.

With the white flag out Gergel handed the lead over to Turner when he lost contol in the whoops. Turner was followed across the finish line by Jensen, Gergel, Johndrow and Walker, in that order.

Moto two saw a new leader in the form of Johndrow, who pulled a picture perfect holeshot by leading the pack by a couple of bike lengths into turn one. Jensen gated second followed by Turner, Gergel and Walker.

The action quickly heated up with the front two riders pulling away from the pack, as Jensen tried different lines in an attempt to get by Johndrow. The new line looked as if it might work when Jensen got stung by the whoops, high-centering his motorcycle. He was on his way almost immediately and was maybe too eager, as he washed out in the following turn.

Second row belonged to Turner, or so he thought when Gergel jumped over and past the Suzuki rider. The two riders began to push each other, while reeling in Johndrow within two laps. Gergel not satisfied with second, went for the lead only to fall victim to the same whoop section that claimed him in moto one.

Johndrow took the white flag, and with half a lap to go, went down, exhausted, handing the lead to Turner, who cruised in to take the win. He was followed across the finish line by Jensen, Gergel and a very tired Johndrow.

Results

P/W: 1. Kevin Folgheraitor (Yam).
60: 1. Chris Hunsinger (Kaw); 2. John Thompson (Kaw); 3. Chad Vorie (Kaw).
80 BEG 0-11: 1. Brian MacAfee (Suz).
80 BEG 12-16: 1. Trent Bragg (Kaw); 2. Jared Hanebrink (Kaw); 3. Frank Diato (Yam); 4. Rocky Harriman (Kaw); 5. Chris Sobiesiak (Suz).
125 BEG: 1. David Watts (Suz); 2. Joel Hughes (Suz); 3. Craig Caringella (Kaw); 4. Jason Medina (Suz); 5. Todd Bartlett (Suz).
250 BEG: 1. John Turner (Suz); 2. Craig Jensen (Kaw); 3. Andrew Gergel (Hon); 4. Greg Johndrow (Yam); 5. Tim Walker (Yam).
125 NOV: 1. David Schmidt (Suz); 2. Kenny Miller (Hon); 3. David Hicks (Kaw); 4. Danny Woodard (Suz); 5. Jeremy Michaud (Kaw).
250 NOV: 1. David Schmidt (Suz); 2. Jeff Seifert (Yam); 3. Craig Wells (Hon).
125 AM: 1. Ty Kady (Kaw); 2. John Sereika (Suz).
250 AM: 1. John Belisle (Kaw).
JR VET BEG: 1. Mike Juarez (Hon); 2. Marty Silver (Hon).
JR VET NOV: 1. Doug Yarnell (Yam); 2. Jim Mangold (Yam).
JR VET AM: 1. John Farr (Hon).
VET BEG: 1. Joel Plavajka (Yam); 2. Ferran Piper (Hon); 3. David Barnes (Hon); 4. Jim Lacy (Hon); 5. Bud Burchette (Hon).
VET NOV: 1. Tony Feldhaus (Kaw); 2. John Cuccia (Hon); 3. Mark Matheis; 4. Craig Wells (Hon).

Bennett blasts to Cycleland Motocross win

By Michael Rich

CHICO, CA, JULY 31

Suzuki-mounted Mike Bennett used consistency and a little bit of luck to secure his first win of the season in the 125cc Novice class at Chico's Cycleland Speedway.

D.J. Chartier had the quickest clutch hand as the pack shot off the line in the first moto. By the time the pack had reached the hill jump, Darrel Wahl moved into the lead followed closely by Chartier and Mark Cooper. Bennett was way back in fifth. As the riders completed the first lap, Cooper took an inside line and passed Cartier over the doubles. Within two turns, Cooper was on Wahl and made the pass for the lead over the tabletop.

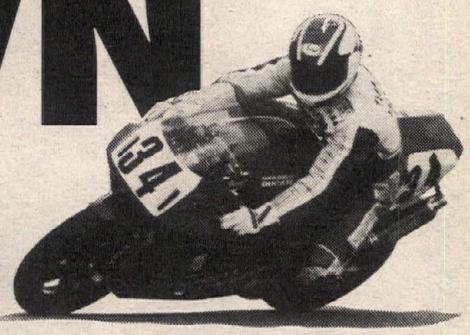
Meanwhile, Bennett moved into second, only to stall his engine in a hairpin and allow Wahl and Chartier to repass him. Once he had restarted, it took Bennett a couple of laps to run down Chartier. Bennett used an inside line approaching the tabletop to make the pass for third. A lap later, he used the same move to take second away from Wahl. By this time, Cooper was long gone. Bennett settled for second with Wahl taking third.

In the second moto, Wahl rocketed out of the start only to be passed on the back straight by Cooper. As the riders approached the finish line at the end of the first lap, Bennett had made up for a poor start and was applying the pressure to Wahl for second. Bennett followed Wahl closely until the turn before the back straight, where Bennett got a better drive and powered past. Once into second, Bennett was able to close only slightly on Cooper. It looked as though the second moto finishing order would be the same as the first until Cooper went down within three corners of the finish. Bennett siezed his chance and motored by for the win and the overall. Cooper remounted for second while Wahl took third.

"I just did a Damon Bradshaw and choked!" explained Cooper later in the pits.

WE CROWN THE KINGS

Jeff Stanton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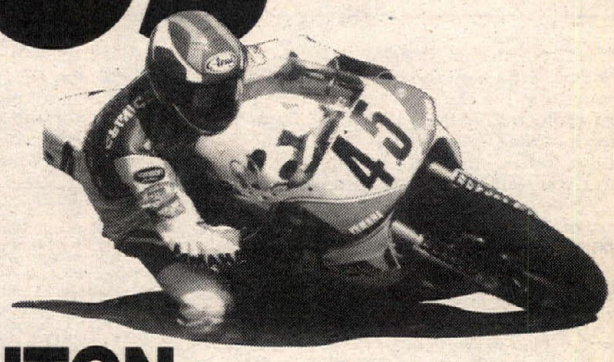
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LOCAL EVENTS

Pat Bennett (1) and Rusty Holland (14) diced in the Pro class at Bounty Hunter MX.

The hot rider in the 60cc class was young Eric Nye, who won the overall by completely dominating his class. Nye gated third in the first moto but passed Travis Williams and Junior rider Chris McAvoy to take the lead within half a lap. Once into first, Nye was never seriously challenged. McAvoy finished in second. Nye grabbed the holeshot at the start of the second moto and again rode to victory. He was followed home by McAvoy.

Results

P/W: 1. Darren Benson (Yam); 2. Andy Morgan (Yam); 3. Chris Barnes (Yam).
60 JR: 1. Chris McAvoy (Kaw).
60 NOV: 1. Eric Nye (Kaw); 2. Anthony Bailey (Kaw); 3. Travis Williams (Kaw).
MINI JR: 1. Jerrad Fisher (Suz).
MINI NOV: 1. Mike Morgan (Hon); 2. Chris McAvoy (Kaw).
125 JR: 1. Mike Lopez (Kaw); 2. Zack Schwatka (Hon).
125 NOV: 1. Mike Bennett Suz); 2. Mark Cooper (Hon); 3. Darrel Wahl (Suz).
250 JR: 1. Paul Parks (Suz); 2. Bill Rogers (Hon).
250 NOV: 1. Joe Souza (Yam); 2. B.J. Williams (Yam).
OPEN NOV: 1. Brian Powell (Kaw); 2. Kirk Young (Hon).
VET: 1. Michael Rich (Suz).
PRO: 1. Lowell Moural Jr. (Hon).

McElroy scoots to El Dorado Fair Motocross win

By Nuklear Neukam

PLACERVILLE, CA, JULY 30

Great Northern Promotions brought motocross racing to the El Dorado County Fair with a special Thursday night event at Placerville Speedway that was sponsored by Mike's Cycle, Performance Cycle, Carmichael Honda, Roseville Cycle, Yoko and many other shops. GP Racing/Works Connection/Yuba City Suzuki-sponsored Scooter McElroy claimed the overall in both the 125 and 250cc Pro classes.

The 125cc Pro class was a match race between McElroy and Honda-mounted Eric DuCray. The first moto was all McElroy, as he stayed ahead of DuCray from the drop of the gate to the wave of the checkered.

Moto two started much the same as the first, but DuCray was more aggressive this time out and kept the pressure on McElroy. DuCray passed McElroy at one point, but McElroy regained the lead and continued to earn the moto and overall wins.

As the first 250cc Pro moto roosted into action it looked to be John Stark's night as he put his Suzuki into the lead and held it to the end. The hot action, however, took place behind him as Pat Gomm moved up through the field. Late in the moto, Gomm advanced to third behind Shawn Freiling, the hometown boy who claimed the crowd's support.

Gomm was obviously faster than Freiling, but was finding it tough to find a hot line past him. As the last lap grew near, Gomm found it necessary to let it all hang out and, after a little bump and grind session, his efforts were successful as he advanced to second where he stayed to the checkered. McElroy recovered from a dismal start to finish third. The two Suzukis of Jimmy Robertson and Ron Allen rounded out the top five.

Stark again set the pace as moto two began, but this time Gomm was hot on his tail with McElroy shadowing in third. A couple of laps into the moto, Stark got extremely sideways in a left-hander and, as Gomm caught his rear wheel, McElroy railed the outside line and smoked into the lead. Gomm quickly recovered and gave chase for second. Gomm closed in and offered a formidable challenge, but McElroy would not be denied his glory as he held for the win and the overall. Gomm claimed second overall while Stark finished third for the same overall. Robertson, who was competing for the first time in 18-months, was again fourth and fourth overall.

Results

125 PRO: 1. Scott McElroy (Suz); 2. Eric DuCray (Hon).
250 PRO: 1. Scott McElroy (Suz); 2. Patt Gomm (Yam); 3. John Stark (Suz); 4. Jimmy Robertson (Suz); 5. Ron Allen (Suz).
125 INT: 1. Jake Windham (Suz); 2. Jeremy Cash (Hon); 3. Jason Garcia (Hon); 4. Jerry Wright (Kaw).
250 INT: 1. Shawn Freiling (Kaw).
VET PRO: 1. Jeff Shurtz (Hus).
VET INT: 1. Peter Crowell (Yam); 2. Tom McKinney (Kaw); 3. Steve Paricer (Yam).
VET JR: 1. Richard Cervantes (Hon); 2. Jim Breniesen (Suz); 3. Tony Patterson (Kaw); 4. Rick Dyer (Hon); 5. Dan Augino (Hon).
P/W: 1. Anthony Guerra (Yam); 2. Anthony Valder (Yam); 3. Tara Perri (Yam).
60 MINI: 1. Jacob Gregg (Kaw); 2. Nate Williams (Kaw); 3. Ryan Wallace (Hon); 4. Jared Washabaugh (Kaw); 5. Jacob Oliele (Kaw).
80 JR: 1. Andy Gregg (Kaw); 2. Donovan Mitchell (Kaw).
80 JR: 1. Justin Horning (Suz); 2. Jared Johnson (Kaw); 3. Matt Proto (Hon); 4. Chris Dugges (Hon); 5. Jeffrey Greenwood (Kaw).
125 BEG: 1. Brad Wallace (Hon); 2. Stephen Segale (Suz); 3. Jim Lewis (Hon); 4. Phill Lang (Yam); 5. Jon Camp (Kaw).
250 JR: 1. Mark Weldy (Kaw); 2. Ricky Brazil (Hon); 3. Gary Patterson (Hon); 4. David Harvey (Yam); 5. Craig Phillis (Hon).
250 BEG: 1. Tim Benoit (Kaw); 2. Curt Buttles (Kaw); 3. Rod Goehring (KTM); 4. Dave Abos (Hon); 5. Todd Clapham (Hon).
500 BEG: 1. Kyle Kenworthy (Hon); 2. Dennis Schmidt (Hon); 3. Tony Guerra (Hon).

Nelson nails Bounty Hunter MX

By Tom Prichard

LOS BANOS, CA, AUG. 1

Todd Nelson established himself as the rider to beat in the Bounty Hunter Series by winning his third main event in front of a crowd of over 2000 excited spectators at the Los Banos Fairgrounds. In winning, Nelson moved into the series points lead with only three events left to go.

The Northern California championship and the number one Pro plate for 1993 is going to be a heated battle all the way to the wire, as the current number one rider, Pat Bennett, is only one point behind Nelson. Bennett could only finish third behind Nelson and Rusty Holland, and after the night's event was pretty well banged up from crashes in his 250cc Pro qualifier and the Bounty Hunter main event.

Nelson started the night off by posting the win in the first 250cc qualifying moto, and backed that up with a solid third in the second for the overall win. The second moto was won by Bennett, but a crash in moto one held the Suzuki rider to fifth overall. Bennett's second moto win was the fastest of the night, however, and earned him the 10th place starting position on the line for the main event.

Int he 125cc Pro qualifiers Rusty Holland used a pair of consistent second place finishes to bag the win and the eighth position on the starting line, just ahead of Nelson.

When the flag dropped for the start of the 20-lap main event, Pat Gomm jetted into the lead, ahead of Mike Mennig and John Cook. On lap two, Nelson moved into fifth, followed by Dan Paladino. Mennig experienced bike problems and by the third lap had faded out of contention.

In the meantime, Gomm had been busy stretching his lead over the rest of the riders. By the fifth lap, Gomm had a 10-second lead over second place, who, by this time was Nelson. Paladino, Bennett and Holland were involved in a bitter fight over third place that carried them closer and closer to Nelson. For several laps, everyone was watching the battle for third and paying no attention to the leader Gomm.

Suddenly, on lap nine, Gomm came to an abrupt halt with a broken chain. Gomm sat dejectedly on the side of the track for several seconds before Nelson finally came by to take the lead. Once into first place, Nelson set a steady pace that the riders battling over third could not match. The top four riders remained Nelson, Paladino, Holland, and Bennett for the next several laps.

On lap 16, Paladino laid it down coming out of the tunnel and dropped to fourth. Holland and Bennett continued their battle for the next three laps before Bennett also went down in the same corner as Paladino. With Bennett no longer close, Holland put on a late charge that took him to within a few bike lengths of the leader. When the checkered flag came out, Nelson notched the win over Holland and Bennett. Filling out the top five was Paladino in fourth and a steadily improving Robbie Baker in fifth.

Results

BOUNTY HUNTER: 1. Todd Nelson (Suz); 2. Rusty Holland (Suz); 3. Pat Bennett (Suz); 4. Dan Paladino (Kaw); 5. Robbie Baker (Suz).
P/W STK: 1. Jason Melthratter (Yam).
P/W MOD: 1. Anthony Houser (Yam).
P/W NOV: 1. Kellen Chadwick (Yam).
60 BEG: 1. Nick McBride (Kaw); 2. Ricky Gonzales (Kaw); 3. Anthony Bailey (Kaw); 4. Danny Ornelas (Kaw); 5. Andrew Galaviz (Kaw).
60 NOV: 1. David Boothe (Hon).
80 BEG D-1: 1. Jason Bowden (Kaw); 2. Jerrad Fisher (Suz); 3. Dennis Stapelton (Kaw); 4. Adrian Rawlings (Kaw); 5. Brandon Shelton (Suz).
80 BEG D-2: 1. Jack Tidwell (Kaw); 2. Cliff Talley (Kaw); 3. Augie Rodriquez (Kaw); 4. Sophia Herrera (Kaw); 5. Chris White (Kaw).
80 BIG WHL: 1. Lucas Hayes (Kaw); 2. Cody Castleman (Kaw); 3. Phillip White (Kaw).
80 NOV: 1. Mike Gonzales (Suz); 2. Kevin Gonzales (Kaw); 3. Robert Blake (Hon); 4. Jess Medley (Hon); 5. Justin Sculler (Kaw).
80 INT: 1. Justin Quinn (Suz).
125 BEG D-1: 1. Bobby Garcia (Kaw); 2. Clint Willis (Yam); 3. Andy Battle (Suz); 4. Tim Reeder (Suz); 5. Tim Hutchinson (Hon).
125 BEG D-2: 1. Raymond Blake (Suz); 2. Scott Heywood (Suz); 3. Scott Mesple (Hon); 4. Dale Battle (Suz); 5. Casey James (Kaw).
125 NOV: 1. Chad Blake (Suz); 2. Ben Vitale (Yam); 3. Craig Humphrey (Suz); 4. Steve Kyramarios (Kaw); 5. Craig Hoyt (Kaw).
125 INT: 1. Aaron Cantrelle (Kaw); 2. Jimmy Scott (Suz).
125 PRO: 1. Rusty Holland (Suz); 2. Pat Bennett (Suz); 3. Dan Paladino (Kaw); 4. Joey Rodriguez (Suz).
250 BEG: 1. Clint Willis (Yam); 2. Eric Graham (Hon); 3. Todd Frontella (Yam); 4. Todd Clark (Kaw); 5. Jeff McLaughlin (Hon).
250 NOV: 1. Ben Vitale (Yam); 2. Troy Smalley (Suz); 3. Craig Humphrey (Suz); 4. Aaron Mattson (Yam); 5. Chad Blake (Kaw).
250 INT: 1. Rick Mattos (Kaw); 2. Kevin Cordua (Suz); 3. Dennis Kritzer (Kaw); 4. Aaron Cantrelle (Kaw); 5. Moe Harwell (Yam).
250 PRO: 1. Todd Nelson (Suz); 2. Jon Nicolaus (Hon); 3. Robbie Baker (Suz); 4. Rusty Holland (Suz); 5. Pat Bennett (Suz).
500 BEG: 1. Gene Young (Yam); 2. Brian Dean (Hon); 3. Ronnie Stilwell (Hon); 4. Robert Jaeger (KTM); 5. Robert Carlson (Hon).
500 NOV: 1. Ron Mayfield (Kaw).
25-29 BEG: 1. Martin Markle (Yam); 2. Todd Townsend (Yam); 3. Frank Dittman (Kaw).
25-29 NOV: 1. Ryan Menke (Yam); 2. Ed Heacox (Yam).
VET NOV: 1. Robert Fields (Suz); 2. Shane Wright (Yam); 3. Steven Blake (Yam); 4. Scott Wright (Kaw); 5. Mike DiCristina (Hon).
VET INT: 1. Tim Alarcon (Kaw); 2. Gary Fargo (KTM); 3. Randy Lewallen (Kaw); 4. Dave Zollo (Kaw); 5. Moe Harwell (Yam).
VET PRO: 1. Bruce Manzoni (Hon).
OT NOV: 1. Carter Powell (Kaw); 2. Ralph Willis (Yam).

Kasten clobbers Cambridge ST

By Tim McBride

CAMBRIDGE, MN, JULY 23

S-K Service/Spectro Oil/Cliffs Cycle Service-supported Steve Kasten sped to victory in the Open Pro class during the fifth round of the Dirt Track Riders Association's Championship Short Track Series, held at the Isanti County Fairgrounds.

Two heats set the stage for the main event. Heat winners Kasten and Eric Brouhard enjoyed picking the first two starting positions on the grid. As the class thundered into the first turn, it was Kasten out front with Kurt Boelke, Billy Hoffmiester, Brouhard and Mike Hoe in tow. By the end of lap two, Kasten stretched his lead to a few bike lengths over second place contenders Boelke, and Hoffmiester.

Meanwhile, Brouhard, Hoe, Doug Obert, and Randy Triplett argued over the fourth through sixth spots. On lap five, Obert squeezed by Hoe for fifth, while Triplett fell unhurt in turn four on lap six. The order stayed the same for the remainder of the race, with Kasten scoring the win over Boelke and Hoffmiester.

In the B Cash Dash, Jason Larson grabbed the early lead, but Tim Gregory and Chris Perman dispatched the 14-year-old rider by the end of lap one. Gregory and Perman battled furiously, while Tim Zemanovic pressed Larson for third. On lap three, Zemanovic slid underneath Larson. At the wire, Gregory held on for the win over a hard-charging Perman with Zemanovic, Larson and Tom Ladwig in their wake.

The Beginner main provided plenty of action. John Peterson and Glenn Law entered turn one first, with Mike Ledin and Steve Koch in tow. By the end of lap one, Law possessed the lead with his Martha's Ice Racing teammate, Koch, moving by Peterson and Ledin for second. As the laps ticked away, Ledin pushed his Yamaha past Peterson for third. At the checkers, it was Law, followed by Koch, Ledin, Peterson, and Phil Lambrought.

Results

BEG: 1. Glenn Law (Yam); 2. Jerry Koch (Yam); 3. Mike Ledin (Yam); 4. John Peterson (Hon); 5. Phil Lambrought (Yam).
125 B: 1. Bitsy Kantor (Yam); 2. Kenny Elton (Yam); 3. Kevin Van Asltine (Kaw); 4. John Peterson (Hon).
VINT: 1. Buzz Arndt (C-A); 2. Steve Hill (Tri); 3. Tim McBride (C-A); 4. John Peterson (Hon); 5. Don Boelke (BSA).
250 B: 1. Chris Perman (Kaw); 2. Tim Zemanovic (Hon); 3. Bitsy Kantor (Yam); 4. Tom Ladwig (Yam); 5. Kevin Van Asltine (Kaw).
OPEN B: 1. Tim Gregory (Hon); 2. Chris Perman (Kaw); 3. Buzz Arndt (Yam); 4. Jerry Koch (Yam); 5. Ron Brisbin (Hon).
250 MX: 1. Dorn Peterson (Yam); 2. Jason Larson (Yam); 3. Travis Johnson (Yam); 4. Gabby Lundeen (KTM).
OPEN MX: 1. Travis Johnson (Yam); 2. Ron Brisbin (Hon); 3. John Larson (Yam).
SR: 1. Buzz Arndt (Yam); 2. Bob Boelke (BSA); 3. Joe Blackwell (Yam); 4. Fred Prudhomme (Tri).
B CASH DASH: 1. Tim Gregory (Hon); 2. Chris Perman (Kaw); 3. Tim Zemanovic (Hon); 4. Jason Larson (Yam); 5. Tom Ladwig (Yam).
OPEN A PRO: 1. Steve Kasten (Yam); 2. Kurt Boelke (Rtx); 3. Billy Hoffmiester (H-D); 4. Eric Brouchard (H-D); 5. Doug Obert (Hon).

Azavedo awesome at Pioneer Stadium Motocross

By Nuklear Neukam

OAKDALE, CA, AUG. 1

Riding like a man on a mission, Jack Azavedo piloted his Malcolm Smith/Mallott's/DH Cycles/Bill's Pipes/Dad-sponsored Yamaha to the 250cc Pro victory at round two of the Pioneer Speedway and Arena GFI Hi-Point Summertime Fun Series. Mark Wemyss took his Moto World/Cyco Mike-backed Suzuki to the winner's circle in the 250cc Novice class, while Honda-mounted Steve Swisher claimed two class wins as he dominated both the Vet Junior and the 250cc Beginner contingents.

In the first 250cc Pro moto, Azavedo came out of turn one locked in a heated battle with Honda-mounted Mike Newman as Steve Lawrence settled his Honda into third ahead of Yamaha-mounted Doug Barham. Newman mounted a formidable challenge for a few laps but Azavedo was on the gas and by midmoto was beginning to pull out a lead. Lawrence was by now Newman's nemesis but Newman was able to resist his advances, and as Azavedo claimed the win, Newman followed in for second.

Azavedo wasted little time assuming command of moto two and keeping his lead to the end for the overall. Barham had a strong start but Newman worked into second and stayed there to the checkered flag for second overall. Lawrence came on hard in the later laps but had to settle for third.

In the 250cc Novice class Wemyss went from start to finish in both motos for the win, but he had to contend with two tough Kawasaki competitors. Matt Brown haunted him for most of the first moto while Judd Houck came from back in the pack to offer a challenge at mid-moto, only to crash and start all over again. Brown stayed for second with Houck a close third.

Houck was hooking up well in moto two as he pushed Wemyss to the limit the entire moto, but Wemyss was up to the challenge and claimed the overall with an exciting win. Houck earned a well-deserved second and second overall.

Swisher was unstoppable in the Vet Junior class as he started strong in both motos and stretched a lead for both wins and the overall. KTM-mounted Al DelPrato began the first moto in the middle of the pack but methodically worked his way up to second by the finish. However, a moto two get-off held him to sixth, and fifth overall. Yamaha-mounted Steve Lokens combined two consistent thirds for second overall.

Results

250 PRO: 1. Jack Azavedo (Yam); 2. Mike Newman (Hon); 3. Steve Lawrence (Hon); 4. Doug Barham (Yam).
OTHG INT/NOV: 1. Don Clark (Yam); 2. Wayne Matheny (Suz).
OTHG BEG: 1. Matt Rodgers (Hon); 2. Ben Miller (Kaw); 3. Ken Banta (Suz).
OT: 1. Bob Buso (Mai).
VET NOV: 1. Steve Swisher (Hon); 2. Steve Lokens (Yam); 3. Lawrence Cronister (Hon); 4.Jeff Anhalt (Hon); 5. Al DalPrato (KTM).
UTH: 1. Don Clark (Yam); 2. Scott Pendelton (Hon); 3. Danny Underwood (Kaw); 4. Steve Lokens (Yam); 5. Tom Stevenson (Hon).
WMN: 1. Linda Whitmore (Hon); 2. Debbie Banta (Suz); 3. Karen Starnes (Kaw); 4. Mary Dixon (Suz); 5. Angela Ellis (Hon).
250 NOV: 1. Marc Wemyss (Suz); 2. Judd Houck (Kaw); 3. Matt Brown (Kaw).
250 BEG: 1. Steve Swisher (Hon); 2. Richard Quinones (Hon); 3. Mark Layton (Hon); 4. Kevin Fernandes (Suz); 5. Scott Morrison (Yam).
125 BEG D-1: 1. Jack Rocha (Hon); 2. David Holloway (Suz); 3. Albert Coble (Yam); 4. Rod Diehl (Kaw); 5. Mike Serrano (Kaw).
125 JR: 1. Mike Lozano (Yam).
125 BEG D-2: 1. Jim Grant (Kaw); 2. David Myers (Kaw); 3. Lance Jolley (Suz); 4. Lance Bavaro (Hon); 5. Levi German (Yam).
80 NOV: 1. Jason Ellis (Hon).
80 BEG: 1. Ryan Mendes (Suz); 2. Greg Knight (Kaw); 3. Gregory Surat (Hon); 4. Jason Puetz (Kaw); 5. Aaron Cisco (Kaw).

60 MINI: 1. Ryan Philpott (Kaw); 2. Anthony Scarponi (Kaw); 3. Michael Patterson (Kaw).
P/W MOD: 1. Sheena Patterson (Yam); 2. Nick Moore (Yam).
P/W STK: 1. Justin Ratto (Yam); 2.Derrick Ohls (Hon); 3. Robert Buso (Hon).

Atwell awesome again at Summit Point RR

By Bob Applegate

SUMMIT POINT, WV, JULY 18-19
Local fast guy Jeff Atwell won three and tossed one away at the hard fought AMA/CCS Mid-Atlantic Pro-Am Road Race meet at Summit Point Raceway. The Manassas, Virginia, rider kicked off the weekend with a rousing romp in Saturday's Expert Solo GTO 50-mile race, riding a Suzuki GSXR750 superbike to a flag-to-flag win.

Atwell set the pace twice more on Sunday when better than usual traction mysteriously became available at the otherwise "Slippery Point." Another flag-to-flag earned Atwell the win in Heavyweight Superbike. In an attempt to pick up some Suzuki contingency money, the local speedster rode a borrowed stocker in Heavyweight Supersport but had an off-road encounter while running third and wound up spending a few bucks (for replacing broken stuff) rather than earning them. Steve Harrison took the helm on lap two and rode flawlessly to the win.

Amateur rider Anthony Fania Jr. had the best weekend of his years of racing at Summit Point, with strong wins in Solo GTO, Heavyweight Superbike and Heavyweight Supersport.

Evan Semoff remains undefeated in the Honda CBR900RR Challenge Series, picking up another $500 with the win in Unlimited Supersport and putting himself in top contention for the $20,000 final at Daytona in October.

Glenn Szarek overpowered Yankee invader John Condron, who rode with several injured parts, on his Annapolis Honda CBR in Middleweight Supersport, winning a $100 bill from Coleman Power Sports/Cycle Woodbridge. Szarek showed his number one talent Saturday by dusting the Solo GTU crowd.

Michael Myers remains undefeated in Heavyweight Supertwins aboard his Gotham Racing Ducati 750. Gotham Racing brought some fans to witness the event, about a hundred members of the Ferrari Club of North America. The parking area was most impressive. Myers made it more fun for his fans, winning Lightweight Sueprtwins as well.

GP racing was hot with Mark Long dueling with Michael Vadney in Lightweight GP. Long made better use of the draft on his Yamaha TZ250 to win at the line. Vadney returned the favor in the Middleweight GP race. Eighteen-year-old Chris Taylor won both Amateur GP races (TZ250).

Atwell topped off the weekend by dialing down to within a few clicks of the track record, and taking home $250 of the $1000 purse in the Unlimited GP race. Michael Kraft made his return to road racing on a Bruce Nield Honda RC30. Kraft picked off the field with blasts of power on the straight, netting second place at the checkered.

Results

AM SOLO GTO: 1. Anthony Fania Jr. (Kaw); 2. Barry Rompella (Kaw); 3. Kevin Glasco (Suz); 4. Bill Gash (Hon); 5. Joseph Giovinazzo (Suz).
EX SOLO GTO: 1. Jeff Atwell (Suz); 2. Michael Kraft (Hon); 3. Evan Semoff (Hon); 4. Steve Harrison (Bim); 5. Bryan Bemisderfer (Suz).
AM SOLO GTU: 1. Bill Knox (Hon); 2. Richard Bolen (Yam); 3. Brett Winston (Yam); 4. Barry Rompella (Hon); 5. Mark Ott (Hon).
EX SOLO GTU: 1. Glenn Szarek (Hon); 2. Paul Youngman III (Yam); 3. Mark Long (Yam); 4. Eric Ochs (Yam); 5. Jeffrey Koller (Yam).
US TWIN SPRT: 1. Randy Texter (H-D); 2. Bud Weber (H-D); 3. Brock Biffart (H-D); 4. Thomas Lechner (H-D); 5. Preston Hopkins (H-D).
AM H/W S/TW: 1. Jesse Myers (Hon); 2. Tom Koch (Duc); 3. Brian Summers (Kaw); 4. Robert Guerra (Hon); 5. Scott Fetterolf (Duc).
EX H/W S/TW: 1. Michael Myers (Duc); 2. Richard Eyman (Duc); 3. William Dietz (Duc); 4. Patrick Vanatta (Duc); 5. Donald Unger (Duc).
EX U/L GP: 1. Jeff Atwell (Suz); 2. Michael Kraft (Hon); 3. Evan Semoff (Hon); 4. Glenn Szarek (Hon);. 5. Paul Youngman III (Yam).
AM M/W GP: 1. Chris Taylor (Yam); 2. Mark Eckenrode (Yam); 3. Richard Bolen (Yam); 4. John Sullivan (Hon); 5. Raffi Tatarian (Yam).
EX M/W GP: 1. Mark Long (Yam); 2. Evan Semoff (Hon); 3. Eric Ochs (Yam); 4. Jeffrey Koller (Yam); 5. Michael McDoyle (Hon).
AM L/W GP: 1. Chris Taylor (Yam); 2. Michael Glover (Yam); 3. Bill Gash (Yam); 4. Lee Frank (Yam); 5. Anthony Braddock (Yam).
EX L/W GP: 1. Michael Vadney (Yam); 2. Mark Long (Yam); 3. Jeffrey Johnson (Yam); 4. James Williams (Yam); 5. Brian Kcraget (Yam).
AM H/W S/BK: 1. Anthony Fania Jr. (Kaw); 2. Bill Gash (Hon); 3. Mark Eckenrode (Yam); 4. John Digel (Suz); 5. Greg Abrahams (Kaw).
EX H/W S/BK: 1. Jeff Atwell (Suz); 2. Michael Kraft (Hon); 3. Bryan Bemisderfer (Suz); 4. Jeff Betton (Kaw); 5. Joseph Nelson (Kaw).
AM M/W S/BK: 1. Bill Knox (Hon); 2. John Sullivan (Hon); 3. Mrk Eckenrode (Yam); 4. Mark Ott (Hon); 5. Jeffrey Poage (Yam).
EX M/W S/BK: 1. Paul Youngman III (Yam); 2. Evan Semoff (Hon); 3. Darryl Saylor (Yam); 4. Jeffrey Koller (Yam); 5. Kevin Murphy (Hon).
AM L/W S/BK: 1. Christopher Stefanik (Yam); 2. Anthony Braddock (Yam); 3. Lee Frank (Yam); 4. David Yaakov (Yam); 5. Hiep Le (Yam).
EX L/W S/BK: 1. Brian Kcraget (Yam); 2. John Lowman (Yam); 3. Bill Cardell (Pho); 4. Sam Fleming (Yam); 5. Rick Steffey (Yam).

One good turn deserves another...

1992 MOTORCYCLE MADNESS ON PRIME NETWORK
(WGP denotes World Grand Prix; AMA denotes AMA National Road Race Series)

Air Date	Event/Venue	Air Date	Event/Venue	Air Date	Event/Venue
April 30	WGP — Japan	July 16	AMA — Brainard, MN	Sept. 24	WGP — United Kingdom
May 7	WGP — Australia	July 19*	WGP — France	Oct. 1	AMA — Mid Ohio
May 14	WGP — Malaysia	July 23	WGP — Holland	Oct. 8	WGP — Brazil
May 21	WGP — Spain	July 30	AMA — Brainard, MN	Oct. 15	WGP — TBA
May 28	AMA — Laguna Seca	Aug. 2*	WGP — United Kingdom	Oct. 22	WGP — South Africa
June 4	WGP — Italy	Aug. 6	AMA — Louden, NH	Oct. 29	AMA — Texas World
June 11	AMA — Laguna Seca	Aug. 13	WGP — Hungary	Nov. 5	AMA — Texas World
June 14*	WGP — Germany	Aug. 20	AMA — Louden, NH	Nov. 12	WGP — Season Review
June 18	WGP — Europe	Aug. 27	WGP — France		
June 25	AMA — Charlotte	Sept. 3	AMA — Road America		
July 2	AMA — Charlotte	Sept. 10	AMA — Road America		
July 9	WGP — Germany	Sept. 17	AMA — Mid Ohio		

*This event is broadcast same day delayed.
Other events are broadcast time delayed.
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LOCAL EVENTS

AM SPTSMN: 1. Brian Summers (Kaw); 2. Kenneth Roberts (Cag); 3. Greg Zartman (Yam); 4. RobertHerring (Yam); 5. John Lawless (Yam).
EX SPTSMN: 1. David Back (Kaw); 2. John Lowman (Yam); 3. Bill Cardell (Pho); 4. George Fitz (Kaw); 5. Rich Sturges (Kaw).
AM L/W S/TW: 1. Jesse Myers (Hon); 2. Kenneth Robers (Cag); 3. BRian Summers (Kaw); 4. RobertGuerra (Hon); 5. Kevin Begley (Kaw).
EX L/W S/TW: 1. Michael Myers (Duc); 2. David Back (Kaw); 3. George Fitz (Kaw); 4. Patrick Vanatta (Duc); 5. Rich Sturges (Kaw).
AM L/W S/SPRT: 1. Lee Frank (Yam); 2. Anthony Braddock (Yam); 3. Christopher Stefanik (Yam); 4. John Klow (Yam); 5. Jason Humphries (Yam).
EX L/W S/SPRT: 1. Brian Kcraget (Yam); 2. Sam Fleming (Yam); 3. Rick Steffey (Yam); 4. Prapancha Soekoro (Yam).
AM M/W S/SPRT: 1. Mark Eckenrode (Yam); 2.Bill Gash (Hon); 3. Bill Knox (Hon); 4. Richard Bolen (Yam); 5. Raffi Tatarian (Yam).
EX H/W S/SPRT: 1. Steve Harrison (Kaw); 2. Joseph Nelson (Kaw); 3. Ralph Rimrott (Suz); 4. Paul Youngman III (Suz); 5. Glenn Szarek (Suz).
AM H/W S/SPRT: 1. Anthony Fania Jr. (Kaw); 2. Bill Gash (Hon); 3. Joseph Giovinazzo (Suz); 4. Tracy Zechman (Yam); 5. John Digel (Suz).
EX U/L S/SPRT: 1. Evan Semoff (Hon); 2. Steve Harrison (Kaw); 3. Eric Ochs (Yam); 4. Joseph Nelson (Kaw); 5. Ralph Rimrott (Hon).

Muffley silences competition at Riders' M.C. GP

By Jan B. Warner

LIGONIER, IN, JULY 19
Eric Muffley came out of semi-retirement with a bang by finishing first overall at the first-ever Riders M.C. Grand Prix. Although the total number of riders competing was well below the club's expectations, Muffley had to beat some real contenders, including 1990 ISDE silver medal winner Brian Walker.

The 3.5-mile course was anything but typical of the Goshen-based club's normal hare scramble course, or most motocross tracks. Club members and friends spent several weekends widening and trimming brush along the woods trails to make motocross riders feel at home. They also built jumps on the mostly-grass, natural terrain MX track.

Neal Petit got the holeshot in the first dead-engine start wave which included the fastest classes — Lightweight A, Heavyweight A, and Veteran. He held off a tight pack of hungry racers, but by the second time through the scoring barrels, Petit's momentum had faded and he handed the lead to Muffley. Lake City Honda-Kawasaki/Torco Oil-backed Muffley showed consistency by keeping his near-vintage CR250 about a minute ahead of the nearest challenger for the remaining nine laps of the 90-minute plus one lap race.

In the Veteran class, Petit gave the first position to Reider on lap two and picked up a flat tire on the third circuit, dropping him back to fourth in class. Reider went on to dominate the rest of the "30-somethings" with Petit out of the way.

Results

O/A: 1. Eric Muffley.
P/W: 1. Tyler Lock (Yam); 2. Brandon Miller (Hon).
MINI: 1. Travis Troyer (Kaw); 2. Jeremy Green (Kaw); 3. David yoder (Kaw); 4. Jeremy Troyer (Yam).
125 B: 1. Richard Troyer (Kaw); 2. Ed Fessler (Suz); 3. ToddFlickenger (Kaw); 4. Steve Lock (Hon); 5. Mike Ricketts (Suz).
200 B: 1. Jamie Campbell (Kaw); 2. Jason Flynn (Kaw); 3. Joe Schmidt (Kaw); 4. Phillip England (Yam); 5. Robert Pfeister (Kaw).
250 B: 1. Scott Matthews (KTM); 2. Kenneth Spauldig (Yam); 3. Jerry Weldy (Hon); 4. Steve Ricketts (Suz); 5. Mark Quador (Kaw).
OPEN B: 1. Scott Rugenstein (KTM); 2. Brett Chitwood (KTM); 3. Tim Briggs (Hon).
L/W A: 1. Brian Walker (KTM); 2. Andy Cregg (Kaw); 3. Jim Hunt (Yam); 4. Bruce Denney (Yam); 5. Charles McClelland (Suz).
H/W A: 1. Chris Hartlage (KTM); 2. Rob Surface (Suz); 3. Chuck Hamilton (Kaw); 4. Scott Kirkpatrick (Kaw); 5. Stan Hause (Hus).
VET: 1. Brian Reider (Hon); 2. Les Troyer (Suz); 3. Kent Wagner (KTM); 4. Neal Petit (Hon); 5. Galen Campbell (Kaw).
SR: 1. Lon Walters (Kaw); 2. Tom Dulhanty (KTM).
S/SR: 1. Roy Garrett (Hon).

Bardoner bombs Interstate MX

By G. Ward

MENDOTA, IL, JULY 18
Jeromy Bardoner won the 125cc B class at the Interstate Golden Cup Challenge, which was held at the Tri-County Fairgrounds.

As the pack started the first moto, T.J. Timmerman and Burt Lavens went down in the first corner. Both riders remounted and took off after leader Bardoner, but with 17 riders ahead of them Timmerman and Lavens ran out of time, and ended up fifth and sixth, respectively. Bardoner ran away from the field, while Joey Mackey and Pete Curran had a close battle for the second and third positions.

The 250cc Pro class saw Junior Jackson and Breck Powers do battle. Jackson didn't have much trouble after he got by the hard-riding Powers. With Powes in the lead on lap three, Jackson used a block/stuff move on the step-down double to get by. With the crowd on their feet Jackson proceeded to leave the pack and score the win.

One of the best liked classes of the evening was in the 125cc Pro class. Jim Randa and Jack Lee were set to go at it with Rusty Ott and Tim Damron getting in the race with ideas of their own. Randa had the holeshot with Lee close behind, while Damron and Ott were having their own battle for third. Damron missed a set of double jumps and Ott went after Lee. Randa, Lee, and Ott soared off the 70-foot triple jump and the crowd went wild. As the race progressed, Randa was too much for the pack and finished in first. Lee finished second with Ott fading to third.

Results

MINI: 1. Todd Mayer (Suz); 2. Ryan Dauber (Kaw); 3. Brandon Roberts (Suz); 4. Justin Guthrie (Hon); 5. Patrick Cooper (Suz).
125 A: 1. Jim Randa (DGY); 2. Jack Lee (Suz); 3. Rusty Ott (DGY; 4. Tim Damron (Hon); 5. Tony Parkhill (Hon).
125 B: 1. Jeremy Bardoner (Kaw); 2. Joey Mackey (Suz); 3. Pete Curran (Suz); 4. Brandon Jeffrey (Hon); 5. T.J. Timmerman (Hon); 6. Burt Lavens (Kaw).
250 A: 1. Jr. Jackson (Hon); 2. Breck Powers (Tuf); 3. Jim Randa (DGY); 4. Tres Prudy (Hon); 5. Bret Pedone (Hon).
250 B: 1. Todd Sheedy (Hon); 2. Eric Purdy (Hon); 3. John Allen (Hon); 4. Brien Fell (Hon); 5. Chuck Kocan (Kaw).
+30 VET: 1. Jim Canner (DGY: 2. Steve Judge (Hon); 3. Vic Paskus (Hon); 4. Phil Banks (Hon); 5. Bob Kelly (Hon).
+40 VET: 1. Loren Cook (Hon); 2. Dan Boldan (Hon); 3. Lonny Goff (Kaw).

McLellen mobs Florida MX

By Kyle Myers

OCALA, FL, JULY 26
A turnout of 125 riders raced in the 18th round of the Florida Motocross Club Series, held at the Florida Motosports Complex, where James McLellen topped the 250cc class.

When the field rounded the first turn of the opening moto, Jack Addison rocketed into the lead with James Muglia, McLellen, Greg Boyle and Brett Singer following. Addison opened up a five-second lead on the first lap as McLellan and Boyle shot by Mugia. Singer then felt the pressure from Ed Butler as McLellen and Boyle closed in on Addison, but time ran out and Addison claimed the first-moto victory over McLellan, Boyle, Muglia and Butler.

McLelland jumped out to the early lead in the second moto with Butler, Muglia, Boyle and Addison behind. McLellan pulled away, while Addison worked his way by Muglia and Boyle in the whoop section. A lap later Addison motored by Butler, while Muglia crashed, moving Terry Enyart into fifth. Addison scored the win ahead of McLellan and Boyle, but was later penalized two places for cutting the track, handing the win to McLellan.

Results

P/W: 1. Chaz Northet (Yam); 2. Justin Holstein (Yam); 3. Scott Williams (Yam); 4. Jason Wood (Yam); 5. Robert Holstein (Yam).
65: 1. Aaron Perkins (Kaw); 2. Josh Faustina (Kaw); 3. Jon Pereyo (Kaw); 4. Chaz Northey (Kaw); 5. Mitchell Holstein (Kaw).
85 7-11: 1. Robert Farnell (Kaw); 2. Clint Shealy (Kaw); 3. Derek Keyes (Hon); 4. Jon Pereyo (Kaw); 5. Aaron Perkins (Kaw).
85 12-13: 1. Jason Thomas (Kaw).
85 14-15: 1. Jarrett Tipping (Suz); 2. Billy Wood (Kaw); 3. Wayne Wilkie (Kaw); 4. Matt Shea (Suz); 5. Chris Taylor (Yam).
S/MINI: 1. Jarrett Tipping (Suz); 2. Wayne Wilkie (Kaw); 3. Jason Thomas (Kaw); 4. Robert Farnell (Kaw); 5. Matt Shea (Suz).
250 C: 1. James McLellen (Hon); 2. Jack Addison (Hon); 3. Greg Boyle (Hon); 4. Ed Butler (Yam); 5. Les Evans (Hon).
16-24: 1. Jacob Fogg (Kaw); 2. Steve Dumond (Kaw); 3. Matt Smith (Hon); 4. Jim Thames (Hon); 5. Garrett Pyles (Suz).
125/250 BEG: 1. James Joiner (Hon); 2. Robert Aeh (Kaw); 3. Jack Gill (Hon); 4. Anthony Butler (Yam); 5. Alex Chaclio (Yam).
125 C: 1. Steve Dumond (Kaw); 2. Jason Peres (Kaw); 3. Daniel Fortin (Suz); 4. Mike Bernhart (Hon); 5. David Sheren (Hon).
125 B: 1. Jacob Fogg (Kaw); 2. Ray Stillings (Hon); 3. Kyle Myers (Hon); 4. Anthony Hensley (Yam).
250 B: 1. John Bekanich (Kaw).
+25: 1. Ray Stillings (Hon); 2. Jon Andreas (Yam); 3.Mitch Holstein (Hon); 4. Roger Ambs (Yam); 5. Daniel Sears (Hon).
+40: 1. Woody Strickland (Hon); 2. Tom Fogg (Kaw); 3. Mike Layo (Kaw); 4. Joey Summer (Kaw); 5. Robert Dare (Kaw).
+30: 1. Woody Strickland (Hon); 2. James McLellen (Hon); 3. Roger Ambs (Yam); 4. Bob McClelland (Hon); 5. Phillip John (Hon).
OPEN NOV: 1. Mitch Holstein (Hon); 2. Mike Amedeo (Hon); 3. Tim Sutton (Hon); 4. Andy McElroy (Hon); 5. David Small (Hon).

Pauley pounds Mid-State Championship

By Mike Vancil

TRES PANOS, CA, JULY 25-26
Lonnie Pauley won two titles by keeping constant pressure on his competition for both days of the two-day Mid-State Championship event hosted by R&D Enterprises. It was the event's 11th anniversary, and Pauley celebrated by winning both the 500cc and Open Expert classes.

Pauley's Honda ran strong and handled perfectly on both the flat track and the scrambles course. In the two days of competition, Pauley won three out of four heat races and three out of four main events. He was the clear winner in the Open Expert class but in the 500cc Expert division he was tied on points with Perry Lang. The tie was broken in Pauley's favor by the heat race results.

In the 500cc Expert scrambles on Sunday, Lang was not to be denied and put his wheel in front of the pack early. Although he was pressed hard for the entire distance, he never relinquished his lead. Pauley was second in this event and Steve Raymond was third.

Lang's win was the victory that earned him a tie in the two-day overall points. To determine the Mid-State Champion, the heat races results were consulted; a Saturday spill for Lang in the heat race of the flat track race cost him the title.

The Pee Wee 50cc competition was easily topped by runaway champion Anthony Houser on his Yamaha. Houser won every race he was in during the two days and had stiff competition in the scrambles portion. He led on lap one as the pack entered the infield portion of the course but somehow fell off. An alert corner worker yanked the motorcycle out of harm's way and the race-ready Houser was back in the saddle and on the gas in the blink of an eye. He went from last at the end of lap one to first at the end of lap two, and kept the lead to the checkers for the championship.

Another double Mid-State Champion was crowned when Cecil Short Jr. won titles in the 250 and 500cc Novice classes. The hot Suzuki rider made but a single tactical error and outran all comers. Short won two out of four heat races and three out of four main events. His lone mistake came in the Saturday flat track heat race in the 500cc class. He lost concentration and slid off the course in turn three. From that point, everything turned rosey and Short took home two tall championship trophies.

Results

FLAT TRACK
P/W 50: 1. Anthony Houser (Yam); 2. Cole Lambert (Yam); 3. Colby Reid (Yam); 4. Michael Cramer (Yam); 5. Stewart Barber (Yam).
MINI 80 NOV: 1. Jeremy Santoro (Kaw); 2. Troy Seay (Kaw); 3. Luke Iverson (Kaw); 4. A.J. Kirkpatrick (Kaw); 5. Bryan Grier (Yam).
250 NOV: 1. Cecil Short, Jr. (Suz); 2. Jeff Kline (Yam); 3. Rick Rohrer (Yam); 4. Zane Reif (Hon); 5. Clint Erickson (Yam).
500 NOV: 1. Cecil Short Jr. (Suz); 2. Darrel Hughes (Yam); 3. Randy Nunoz (Hon); 4. Brent Volbrecht (Yam); 5. Kevin Deupser (Yam).
500 JR: 1. Jeremey Twitt (Hon); 2. Jerry Wouri (Yam); 3. Robert Seay (Rtx); 4. Larry Thurman (Yam); 5. Jim Poff (W-R).
OPEN JR: 1. Jerry Wuori (Yam); 2. Robert Seay (Rtx); 3. Gary Ritchie (Yam); 4.Jim Poff (W-R); 5. Jeremy Twitt (Hon).
500 EX: 1. Lonnie Pauley (Hon); 2. Perry Lang (Hon); 3. Johnnie Murphree (Hon); 4. Eric Green (W-R); 5. Billy Luker (Yam).
OPEN EX: 1. Lonnie Pauley (Hon); 2. Eric Green (W-R); 3. Perry Lang (Hon); 4. Johnnie Murphree (Hon); 5. David Freeze (Yam).
SCRAMBLES
P/W 50: 1. Anthony Houser (Yam); 2. Colby Reid (Yam); 3. Cole Lambert (Yam); 4. Michael Cramer (Yam); 5. Darrel Beardsley (Yam).
MINI 80 NOV: 1. Jeremy Santoro (Kaw); 2. A.J. Kirkpatrick (Kaw); 3. Bryan Grier (Yam); 4. Jessie Dawson (Kaw); 5. Luke Iverson (Kaw).
250 NOV: 1. Rick Rohrer (Yam); 2. Cecil Short Jr. (Suz); 3. Jayson Hughes (Yam); 4. Clint Erickson (Yam); 5. Jeff Kline (Yam).
500 NOV: 1. Cecil Short Jr. (Suz); 2. Randy Munoz (Hon); 3. Kevin Deupser (Yam); 4. Johnny Johnson (Yam); 5. Darrell Hughes (Yam).
500 JR: 1. Robert Seay (Rtx); 2. Jerry Wouri (Yam); 3. Jim Poff (W-R); 4. Larry Thurman.
OPEN JR: 1. Jim Poff (W-R); 2. Robert Seay (Rtx); 3. Jerry Wuori (Yam).
500 EX: 1. Perry Lang (Hon); 2. Lonnie Pauley (Hon); 3. Steve Raymond (W-R); 4. David Woodward (W-R); 5. Michelle DiSalvo (Hon).
OPEN EX: 1. Lonnie Pauley (Hon); 2. Eric Green (W-R); 3. Kevin Crowley (W-R); 4. David Freeze (Yam); 5. Johnnie Murphree (Hon).

Nelson wins Bounty Hunter Motocross thriller

By Tom Prichard

LOS BANOS, CA, JULY 25
Todd Nelson finally succeeded in doing what no other rider has been able to do this season, he won two Bounty Hunter races back to back. Winning last weekend's event gave Nelson the momentum he's been looking for all season, and tonight's win propelled him into second place in the series point standings. Nelson is within a win of taking the series point lead, and he is determined to take the number one place for 1992.

The qualifying motos for the Pro riders started off with Nelson winning the 250cc Pro class over the current number-one plate holder, Pat Bennett. In the first 125cc Pro moto Bennett held off the charges of another title contender, Dan Paladino.

The second 250cc moto was the most exciting of the night, with several riders bunched close together going for the win. With two laps to go, Bennett made a daring move trying to pass Nelson in midair. The pass attempt failed as Bennett's front wheel clipped the rear of Nelson's and the title holder went down hard. Bennett was on the ground for about 10 minutes as ambulance attendants worked on him. Eventually Bennett made it to his feet. Helped back to his pits by his mechanic, it appeared as if Bennett was finished for the night. However, less than a half an hour later he was back on the line in the final 125cc qualifier. Not only did Bennett ride the final qualifier, he also won.

When the flag fell for the start of the feature Glenn Harrison put his Honda out in front for the first two laps. On lap two, a massive pile-up in the midsection double jumps took out a large number of riders, including Bennett. Most of the riders were able to continue but the first three riders were quickly pulling away.

On lap three Jon Nelson, Todd's older brother, stole the lead from Harrison, with Todd close behind. Dan Paladino got caught up in the pile-up and was back in eighth. Paladino eventually finished sixth.

By the fifth lap Todd Nelson had moved into second behind Jon and started to slowly reel in his brother. By lap eight they were separated by less than a bike length, with Todd trying to put a wheel in every corner.

Just past the halfway point Todd out-jumped his brother and took the lead. For the next few laps Nelson tried to pull away. Pat Bennett and Rusty Holland had emerged from the earlier pile-up tied together, and the duo flew around the course. By the halfway point they had moved into third and fourth. By lap 15 they had caught the older Nelson. Nelson was able to hold them off for the next two laps before spinning out in a tight right-hand corner and turning over second place to Holland. Holland had matched Bennett in every attempt to pass and it looked as if he would be able to hold off Bennett. But on the final lap, Bennett made his move, and passed Holland. The two Suzuki riders had a drag race to the finish, with Bennett holding on for second. Todd Nelson rode the last lap cautiously. When the checkered flag waved Nelson's lead had vanished and Bennett and Holland were less than one bike length behind. Finishing fourth was Jon Nelson who had managed to get up in time to hold off the charges of Suzuki rider Robbie Baker who took fifth.

Results

BOUNTY HUNTER RACE: 1. Todd Nelson (Suz); 2. Pat Bennett (Suz); 3. Rusty Holland (Suz); 4. Jon Nelson (Yam); 5. Robbie Baker (Suz).
P/W STK: 1. Mike Mattais (Yam); 2. Nick Moore (Yam).
P/W MOD: 1. Kellen Chadwick (Yam).
60 BEG: 1. Ryan Morais (Kaw); 2. Nick McBride (Kaw); 3. Shane Bess (Kaw); 4. Kathy Pruitt (Kaw); 5. Aaron Casados (Kaw).
80 BEG D-1: 1. Jack Tidwell (Kaw); 2. Dennis Stapleton (Kaw); 3. Derek Brush (Hon); 4. Cliff Talley (Kaw); 5. Richard Rodriguez (Kaw).
80 BEG D-2: 1. Jason Bowden (Kaw); 2. David Meyer (Kaw); 3. Tyler Evans (Hon); 4. Kelly Quinn (Hon); 5. Tom DeCoste (Hon).
80 BIG WHL: 1. Lucas Hayes (Kaw); 2. Bill Slade (Kaw); 3. James Clore (Kaw); 4. Phillip White (Kaw).
80 NOV: 1. Mike Gonzales (Suz); 2. Robert Blake (Hon); 3. Jason Turner (Suz); 4. Anthony Puente (Hon); 5. Jess Medley (Hon).
80 INT: 1. Justin Quinn (Suz).
80 EX: 1. John Leddy (Kaw).
125 BEG D-1: 1. Daniel Hodges (Suz); 2. Darrell Esau (Kaw); 3. Tim Reeder (Suz); 4. Tim Hutchison (Hon); 5. Doug Rose (Kaw).
125 BEG D-2: 1. Scott Heywood (Suz); 2. Raymond Blake (Suz); 3. Mike Gonzales (Suz); 4. Casey James (Kaw); 5. Dale Battle (Suz).
125 NOV D-1: 1. Dennis Springs (Kaw); 2. Ben Vitale (Yam); 3. Craig Humphrey (Suz); 4. Chad Blake (Suz); 5. Jason Jenkins (Hon).
125 NOV D-2: 1. Jimmy Pierce (Kaw); 2. Mike Lozano (Yam); 3. Steve Kyramarios (Kaw); 4. Gary Paden (Suz); 5. Saul Smoak (Suz).
125 INT: 1. Greg Allen (Kaw); 2. Chris Kawasaki (Kaw); 3. Jimmy Scott (Suz).
125 PRO: 1. Pat Bennett (Suz); 2. Danny Paladino (Kaw); 3.Rusty Holland (Suz); 4. Brett Hamilton (Yam).
250 BEG: 1. Eric Graham (Hon); 2. Clint Willis (Yam); 3. Jeff McLaughlin (Hon); 4. Todd Frontella (Yam); 5. Jon DeVries (Suz).
250 NOV: 1. Craig Humphrey (Suz); 2. Chad Blake (Suz); 3. Troy Smalley (Suz); 4. Jake Anderson (Kaw); 5. Aaron Mattson (Yam).
250 INT: 1. Keith Mayes (Kaw); 2. Kevin Cordua (Suz); 3. Chris Kawasaki (Kaw); 4. Geoffrey Woods (Kaw); 5. Hank Armandairez (Suz).
250 PRO: 1. Todd Nelson (Suz); 2. Rusty Holland (Suz); 3. Robbie Baker (Suz); 4. Pat Bennett (Suz); 5. Jon Nelson (Suz).
500 BEG: 1. Gene Young (Yam); 2. Brian Dean (Hon); 3. Robert Jaeger (KTM).
500 NOV: 1. Jeff Wenger (Hon).
500 INT: 1. Keith Mayes (Kaw).
25-29 BEG: 1. Frank Dittman (Kaw); 2. Ed Staggs (Suz); 3. Tim DeCoste (Hon).
25-29 NOV: 1. Ryan Menke (Yam); 2. Brian Ferro (Suz); 3. Tony Vaca (Suz).
VET NOV: 1. Scott Wright (Kaw); 2. Shane Wright (Yam); 3. Mike DiCristina (Hon); 4. Tim Hagberg (Hon); 5. Don Brumfield (Hon).
VET INT: 1. Tim Alarcon (Kaw); 2. Dave Zollo (Kaw); 3. Randy Lewallen (Kaw).

Gresham grabs Lodi ST win

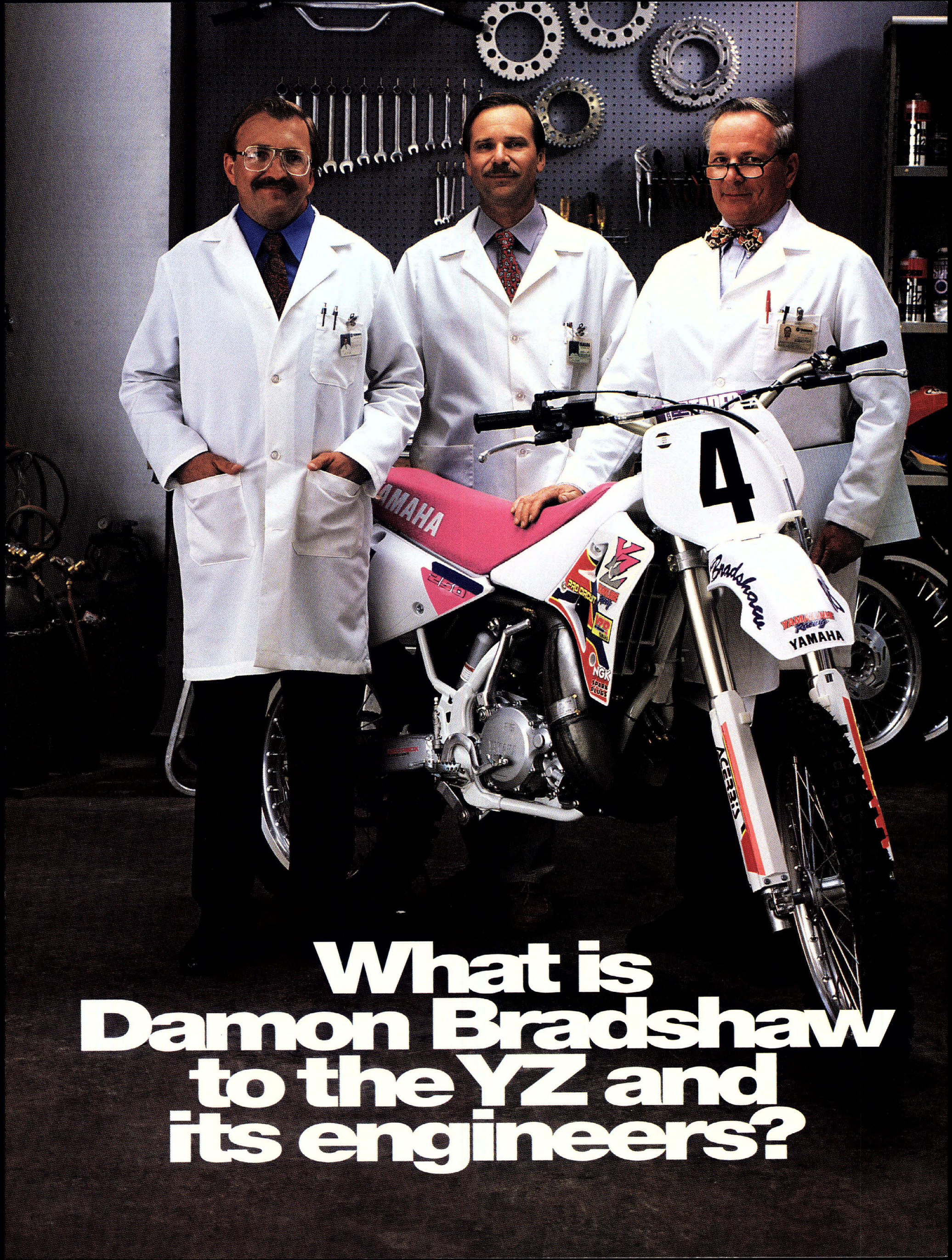
By Mindyz Mac

LODI, CA, JULY 25
Mike Gresham raced his Bob Codd-sponsored Yamaha to an easy victory in the Pro-Am main at Lodi's Saturday night short track races.

Gresham nabbed the lead right from the green light and never looked back. The race for second behind Gresham, was between Matt Wait and Bryan McDowell. McDowell pressured Wait the whole way, but couldn't get by until the white flag lap when he pulled off a smooth pass going into turn one. Finishing in fourth, right behind Wait, was Mark Key.

In Open A action, it was McDowell, leading the pack to turn one and exiting turn two in the lead, with Matt Wait, Mike Gresham, Mark Key and Richard Facciano in tow. Danny McDonnell made an outside pass, coming out of turn four, and stole the fifth spot away from Facciano. As McDowell and Wait pulled away, Gresham and Key diced for third, with Gresham riding hard enough to cross the finish line just ahead of Key. McDonnell finished in fifth with Facciano right behind.

In the 250cc A/B class, it was Eric Bostrom getting the holeshot with James Pitchford and Earnie Martin battling for second. Martin made a pass coming out of turn two early



What is Damon Bradshaw to the YZ and its engineers?

It's as close as you can get to Bradshaw's bike without getting stuffed.

The goal: make the 250 run like Damon's bike. Fast. As in press-your-eyeballs-into-the-back-of-your-head fast. Thus, the Damon-induced changes:

A new, ultra-stiff frame for primo rigidity. Works-type valving and adjustable compression and rebounding at both ends for rock-steady stability.

A new, bigger air intake under the seat. And a rerouted exhaust to keep heat away from the air box so you run stronger longer.

New cylinder and head stoke the powerband. And deliver a Bradshaw-boosted throttle response that lets you wick it and flick it in a nanosecond. So, of course, that called for stronger stoppers and increased clutch capacity.

All of which adds up to one maxed-out box-stock YZ. The dream stuffs are made of.

it's payback time.

And we dish it out big-time. As in a posting of $4.9 million slathered across more races, places and classes than ever before – including the all-new YZ80. And that makes our '93 program the richest in racing.

So get to your Yamaha dealer. Get on a new YZ or WR. And get what's coming to you.

YAMAHA

'93 Yamaha Contingency Program boasts $4.9 million.

PRO MX CONTINGENCY

125cc and 250cc Pro classes eligible

AMA 250 Supercross Series

1st-$4,000; 2nd-$3,500; 3rd-$2,500; 4th-$2,000; 5th-$1,250; 6th-$1,000; 7th-$900; 8th-$850; 9th-$800; 10th-$750; 11th-$700; 12th-$650; 13th-$600; 14th-$550; 15th-$500; 16th-$450; 17th-$400; 18th-$350; 19th-$300; 20th-$200

AMA 125 Supercross Series
AMA 125 Nat'l. Champ. Series (per moto)
AMA 250 Nat'l. Champ. Series (per moto)

1st-$2,500; 2nd-$2,000; 3rd-$1,500; 4th-$1,250; 5th-$1,000; 6th-$800; 7th-$700; 8th-$650; 9th-$600; 10th-$550; 11th-$500; 12th-$450; 13th-$400; 14th-$350; 15th-$300; 16th-$250; 17th-$225; 18th-$200; 19th-$150; 20th-$100

AMA Winter Series
CMC Golden State Series
GFI Winter Series

1st-$1,500; 2nd-$1,000; 3rd-$800; 4th-$600; 5th-$500; 6th-$400; 7th-$350; 8th-$300; 9th-$250; 10th-$200

GNC Good Time National
GNC International Final
Mammoth Mountain MX
NMA Grand National Championship
NMA World Mini Grand Prix

1st-$1,000; 2nd-$750; 3rd-$500; 4th-$450; 5th-$400; 6th-$350; 7th-$300; 8th-$200; 9th-$150; 10th-$100

AMA Mega Series
CMC Midsummer Night Series
CMC Pac-West Series
CMC Spring Classic Series
CMC Trans-Cal Series
GFI Fall Series
GNC Texas Series
NESC Championship Series

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Florida Gold Cup Series
SRAC CO. State Champ. Series

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

Alaska State Championship Series

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$50

PRO & AMATEUR OFF-ROAD CONTINGENCY

All 125, 250 and 500cc Amateur, Vet, Senior, Super Senior and Women's class YZ or WR riders eligible. Specific class info available at dealer.

AMA Grand Nat'l. Cross Country Series, AA Class

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Grand Nat'l Cross Country Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

AMA District 37 Best In The West Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$200; 2nd-$150; 3rd-$100; 4th-$75; 5th-$50

AMA District 37 Best In The West Series
AMA Grand Nat'l. Cross Country Series
ECEA Enduro Series
FTR Hare Scrambles Series
Missouri Hare Scrambles Championship
NMA Off-Road Series
Rocky Mountain Enduro Circuit
SETRA Enduro Series
Texas Cross Country Series

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$25

AMATEUR MX CONTINGENCY

All 80, 125 and 250cc Amateur, Vet, Senior, Super Senior and Women's classes eligible. Specific class info available at dealer.

AMA Amateur Nationals, A Class

1st-$1,000; 2nd-$750; 3rd-$500; 4th-$450; 5th-$400; 6th-$350; 7th-$300; 8th-$200; 9th-$150; 10th-$100

AMA Amateur Nationals, C & B Class
AMA Winter Series, A Class
CMC Golden State Series, Intermediate
GFI Winter Series, Intermediate
GNC International Final, Intermediate
GNC Good Time National, Intermediate
Mammoth Mountain MX, Intermediate
NMA Grand Nat'l. Champ., Intermediate
NMA World Mini Gran Prix, Intermediate

1st-$450; 2nd-$300; 3rd-$200; 4th-$150; 5th-$100

AMA Winter Series, B Class
Carolina Spring Series, A Class
CMC Golden State Series, Junior
GFI Winter Series, Junior
GNC International Final, Junior
GNC Good Time National, Junior
Mammoth Mountain MX, Junior
MMDA Silverdome Series, A Class
NMA World Mini Gran Prix, Novice
NMA Grand Nat'l. Champ., Novice
Nuclear Series, A Class

1st-$350; 2nd-$250; 3rd-$175; 4th-$125; 5th-$75

AMA Dist., 5, 6, 11 & 14, A Class
AMA Winter Series, C Class
AMA Winter Olympics, A Class
CMC Golden State Series, Beginner
CMC Midsummer Night Series, Intermediate
CMC Pac-West Series, Intermediate
CMC Spring Classic Series, Intermediate
CMC Trans-Cal Series, Intermediate
GFI Fall Series, Intermediate
GFI Winter Series, Beginner
GNC Good Time National, Beginner
GNC International Final, Beginner
GNC Texas Series, Intermediate
MMDA Silverdome Series, B Class
NESC Champ. Series, Advanced
NMA Grand Nat'l. Champ., Beginner
NMA World Mini Gran Prix, Beginner

1st-$250; 2nd-$200; 3rd-$150; 4th-$100; 5th-$50

AMA Dist. 5, 6, 11 & 14, B Class
AMA Florida Gold Cup Series, B/A Classes
AMA Mega Series, B Class
AMA Winter Olympics, B Class
Carolina Spring Series, B Class
CMC Midsummer Night Series, Junior
CMC Pac-West Series, Junior
CMC Spring Classic Series, Junior
CMC Trans-Cal Series, Junior
GFI Fall Series, Junior
GNC Texas Series, Junior
MAMA Championship Series, B/A Classes
MMDA Silverdome Series, C Class
NESC Champ. Series, Junior
Nuclear Series, B Class
SRAC CO. State Champ. Series, Amateur

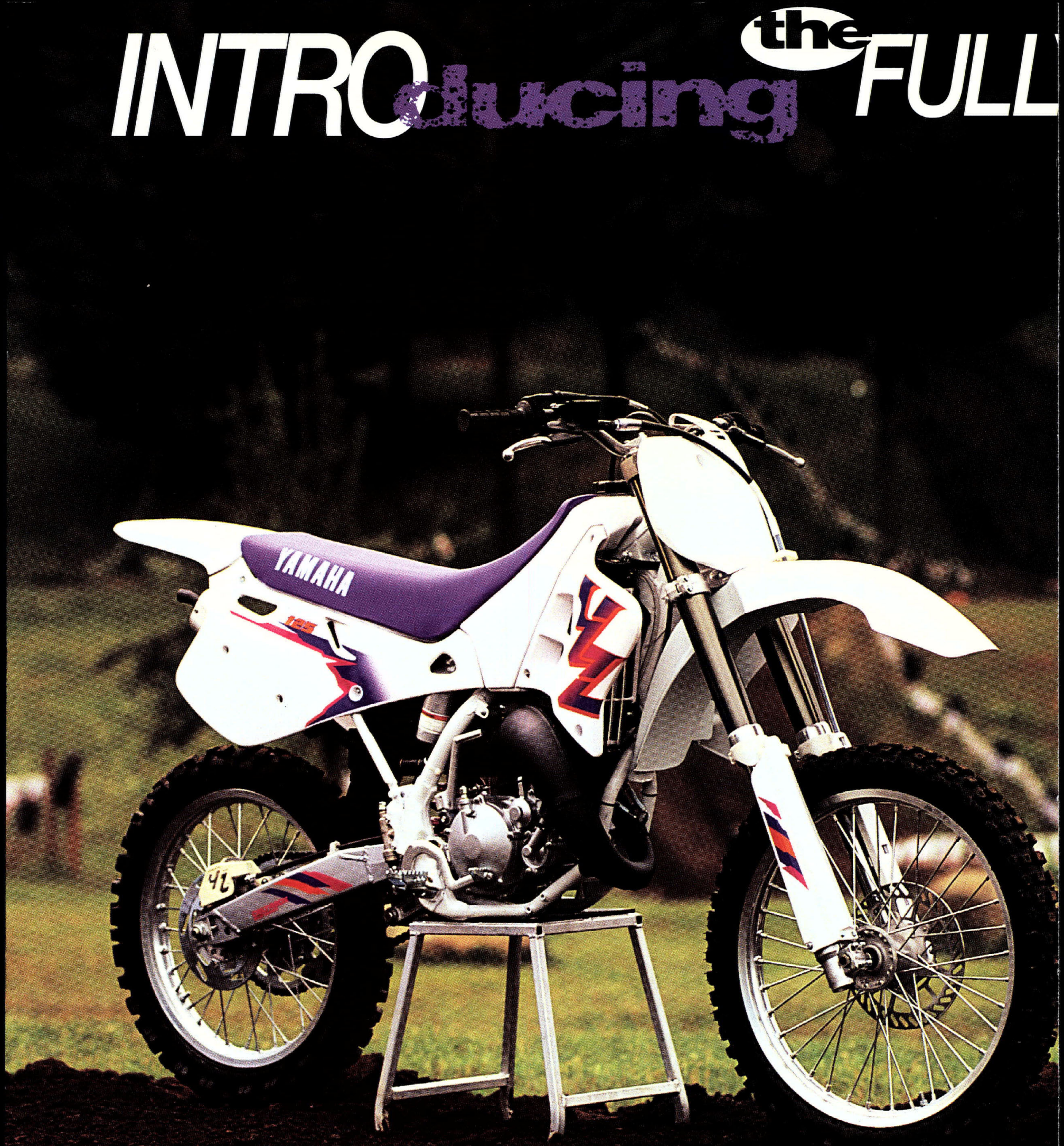
1st-$200; 2nd-$150; 3rd-$100; 4th-$75; 5th-$50

Alaska State Championship Series
AMA Dist. 5, 6, 11 & 14, C Class
AMA Florida Gold Cup Series, C Class
AMA Mega Series, C Class
AMA Winter Olympics, C Class
Carolina Spring Series, C Class
CMC Midsummer Night Series, Beginner
CMC Pac-West Series, Beginner
CMC Spring Classic Series, Beginner
CMC Trans-Cal Series, Beginner
GFI Fall Series, Beginner
GNC Texas Series, Beginner
MAMA Championship Series, C/B Classes
NESC Champ. Series, Beginner
Nuclear Series, C Class
SRAC CO. State Champ. Series, Novice

1st-$150; 2nd-$100; 3rd-$75; 4th-$50; 5th-$25

Program details subject to change. All 1991 model year and newer YZ/WR models are eligible. Riders must submit a completed 1993 Contingency form to be eligible. Where Contingency is posted for the top 5 places, there must be a minimum of 10 riders to qualify. In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by the promoter. AMA Professional Supercross and National winners will be paid by check. All other winning riders will receive "YZ Bucks" Certificates, redeemable for parts and merchandise at any participating Yamaha dealer. Yamaha will pay Contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle. See your local Yamaha dealer for more detailed Contingency information. Remember to "Tread Lightly" and respect the environment. 30-day limited warranty. Warranty terms are limited. Limited warranty does not apply for units being raced. See your Yamaha dealer for details. Information subject to change. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding MSF rider course, please call 1-800-447-4700. Do not drink and drive. It is illegal and dangerous. Specifications subject to change without notice. *©1992 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)*

INTRODUCING the FULL



YZ125

The 125 rips a 180.

The YZ125's too slow, out-dated and afraid to change. Yeah. And Bradshaw rides like your grandmother.

Fact is, for '93, the 125's done an about-face. And likely to be in your face if you race against it.

It flat hauls. With a new power valve and cylinder to widen out the pony zone. And a larger radiator to keep up with the extra punch.

Plus a beefed-up transmission to smooth out the powerband. So it barks on bottom, hits as hard as Holyfield in the middle, then revs out like a runaway train.

Now take the 250's new frame, rerouted exhaust, under-the-seat air intake, killer suspension, throttle action and brakes. And ditto on the 125.

And you've got one mondo metamorphosis.

Damonized YZs.

Forget the tweaks and massages. The YZs of '93 have been downright Damonized. From, like, the ground up.

And you can blame it on Bradshaw. Because The Beast From The East exerted more influence than ever over these berm-blasters. And apparently over our engineers.

So, what you get is one kick-butt YZ. And a megaton of influence where it really counts. At the finish line.

YAMAHA

YZ80

The hormones have finally kicked in.

We're talking major hair-on-the-chest. So you may not recognize this mini anymore.

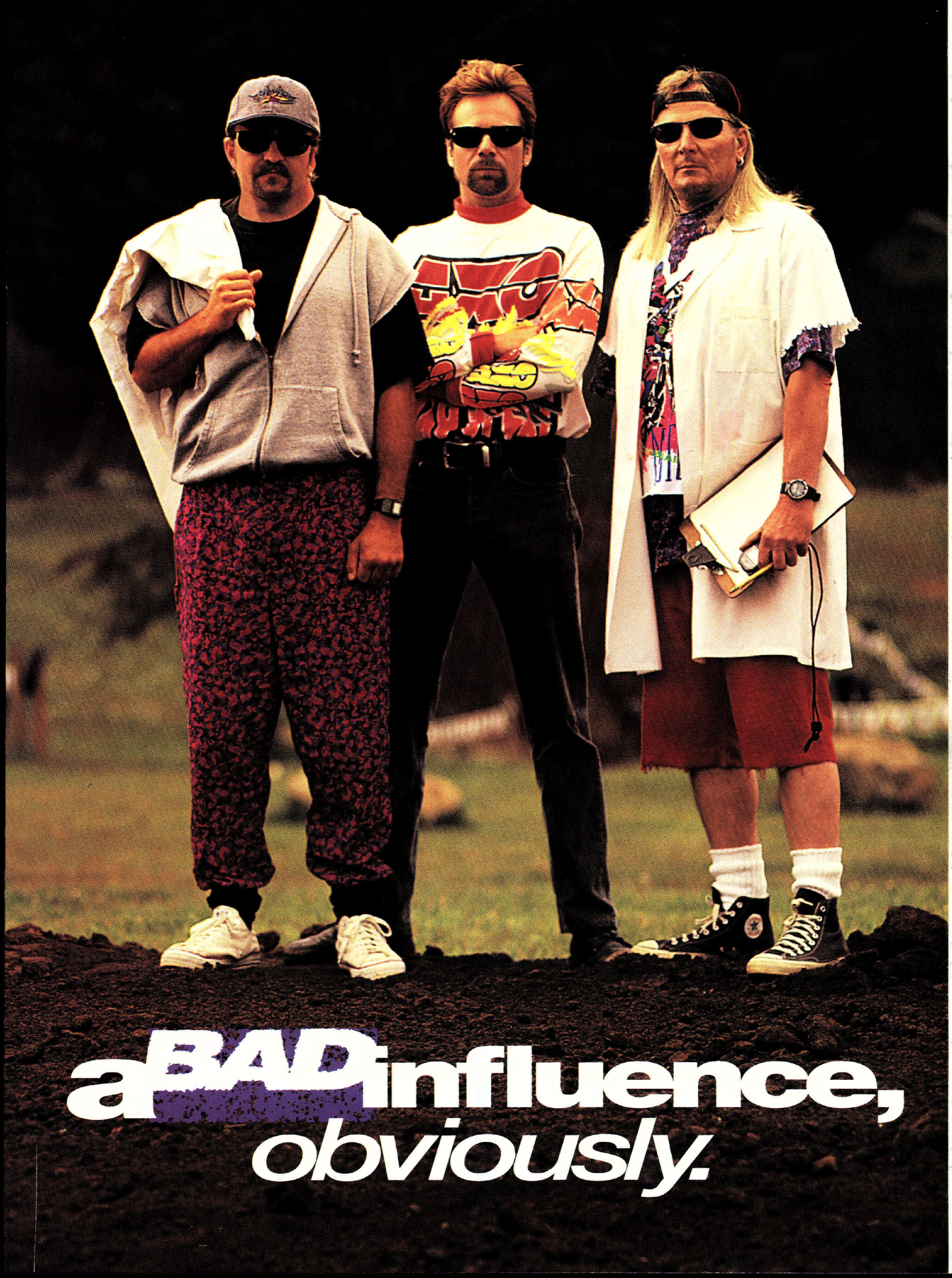
It's got a much bigger frame. And all-new suspension and linkage with aluminum upside-down forks like its big brothers.

The rerouted exhaust, under-the-seat air intake and front and rear disc brakes mirror the 250.

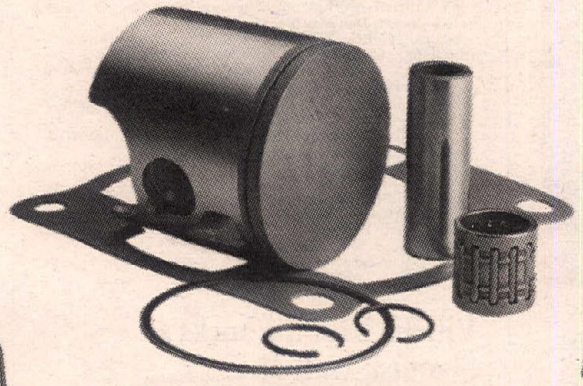
And the engine gets case reed induction plus a humongoid pipe. So the powerband's snaps, punches and revs are just this side of the space shuttle's.

If that's not enough, the 80's now part of our contingency program. Which means the bike Damon started on is now ready to create the next Bad Boy of Dirt.

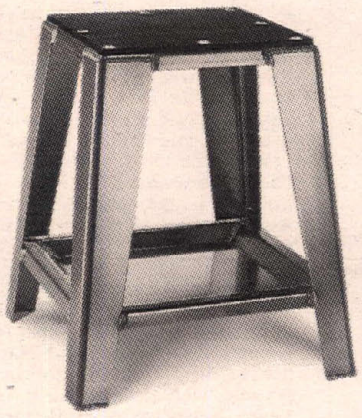
Pity the competition.


a BAD influence,
obviously.

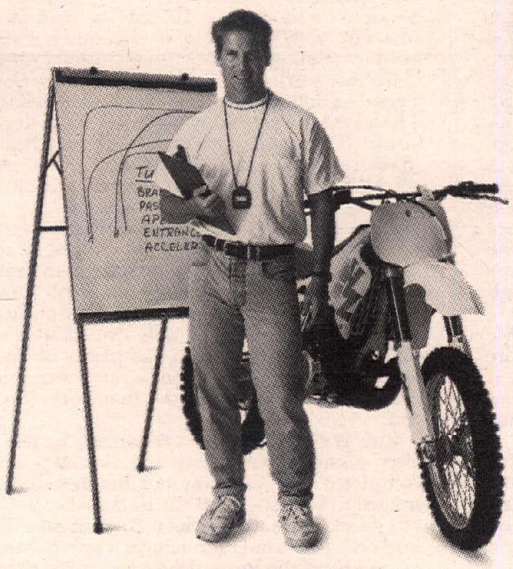
and you're going to get the works



Complete Top-End Package.
Jam-packed with genuine Yamaha parts to keep your bike crisp and quasar.



YZ Works Stand.*
Service your bike on this super-steady stand with lovely, matching tool tray and dazzle the Bettys.



Free one-day clinic, "Track Techniques by Ricky Johnson."
He's a god. You wanna be. Here's your chance.

Set of Dunlop Tires.
This K695IT-rear and K490IT-front combo lets you hook up and roll with the punches on any terrain.

DUNLOP

Case of YamaLube Premix Racing Oil.
"I'm not worthy," you say. Yes, you are - of all 24 pints.

Reserve a new YZ, and get our $500 Works Kit free.

And dig what you get: all of the above Team Yamaha-certified do-hickeys. A free session at a Ricky Johnson Track Techniques Clinic. And the most sought-after tires in racing. Dunlop's K695IT rear features a tall, open-spaced knob pattern for outstanding grip and self-cleaning. The K490IT front features a knob pattern for hard braking and traction over a variety of lean angles.

All told, that's about a $500 value. So just put down a $200 deposit on a new YZ before November 30, and we'll give it to you good.

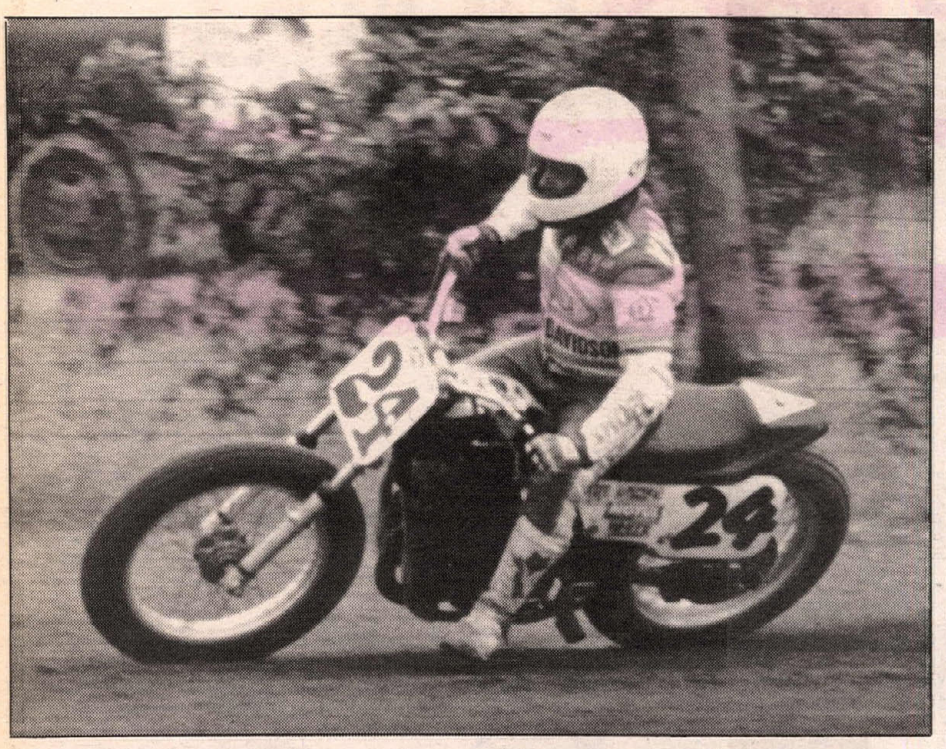
Of course, you're also guaranteed the best MXer on earth at a great price. And the only one out there with a 30-day warranty.

So hurry to your participating Yamaha dealer today and sock away a new YZ. You'll get a lot more than you bargained for, that's for sure.

YAMAHA

**Works stand not included in YZ250 kit. Works kit subject to availability. Allow 6 to 8 weeks for delivery. Must take delivery of 1993 model YZ80, 125 or 250 by December 31, 1992. Dealer participation may affect availability. Free Ricky Johnson clinic available with new and non-current YZ or WR models purchased between 9/1/92 and 5/31/93. Limited warranty does not apply to units being raced.*

LOCAL EVENTS



Bryan Villella was the big cash winner at the Standish Half Mile in Michigan.

on in the race. Bostrom pulled away and had a comfortable lead, but at the second to last lap his bike started sputtering as Martin closed the gap. Bostrom held his line and crossed the finish line first with Martin a bike length away.

Meanwhile, Pitchford was riding hard to keep ahead of Nathan Wait and Shawn Russell. Pitchford took third with Wait and Russell right behind. Russell pressured Wait, but just couldn't get around.

The 80cc A/B class saw Toby Jorgenson out in front with heat race winner Eric Martin in second place. Tony Souza tried to pass Martin several times, but to no avail. Jorgenson led Martin, Souza and Aaron Cisco across the line.

Results

P/W: 1. Eddie Hegarty (Yam); 2. Brandon Inderbitzen (Yam); 3. Daniel Jenkins (Suz); 4. Scott Meyer (Yam).
60/80 C: 1. Jeremy Ellis (Hon); 2. Shawn Raggio (Kaw); 3. Mickey Lane (Kaw); 4. Geremy Rackley (Suz); 5. Craig Gonzales (Yam).
80 A/B: 1. Toby Jorgensen (Hon); 2. Eric Martin (Kaw); 3. Tony Souza (Kaw); 4. Aaron Cisco (Kaw).
250 C: 1. Wayne Davis (Yam); 2. Ray Greenfield (Rtx); 3. Donald McCoy (Kaw); 4. Ron Ashcraft (Kaw).
250 A/B: 1. Eric Bostrom (Hon); 2. Earnie Martin (Suz); 3. James Pitchford (Yam); 4. Nathan Wait (Rtx); 5. Shawn Russell (Kaw).
250 SCHBY: 1. Eric Bostrom (Hon); 2. Earnie Martin (Suz); 3. James Pitchford (Yam); 4. Jeff Gabhart (Hon).
WMN: 1. Debbie Anderson (Kaw); 2. Rhonda Cruz (Yam); 3. Tami Quan (Rtx).
VINT C: 1. Kelley Shane (BSA); 2. Michael Knight (Yam); 3. Mike Gallady (Yam).
VINT A: 1. Adam Sabedra Jr. (Yam); 2. James Mahoney (Hon); 3. Nathan Wait (Hon).
VET C: 1. Steve Gardner (Yam); 2. James Judd (Yam); 3. Brian Berger (Yam); 4. Larry McConeghy (Yam); 5. Kelley Shane (BSA).
VET B: 1. Chris Fischer (Rtx); 2. Kevin Gonzales (Rtx); 3. Jack Winnins (Rtx).
VET A: 1. Dave Bostrom (Rtx); 2. Robert McDonnell (H-D); 3. Robert Grant (Hon); 4. Bob Meiring (Rtx).
OPEN C: 1. Daniel Higgenbotham (Yam); 2. Gerald Tenret (Rtx); 3. James Judd (Yam); 4. Steve Gardner (Yam); 5. Brian Berger (Hon).
OPEN B: 1. Don Wilhite (Hon); 2. John Gonzales (Rtx); 3. Sherman Lee (Hon); 4. Norick Abe (Hon); 5. Jack Winnins (Rtx).
OPEN A: 1. Brian McDowell (H-D): 2. Matt Wait (Rtx); 3. Mike Gresham (Yam); 4. Mark Key (W-R); 5. Dan McDonnell (H-D).
PRO-AM: 1. Mike Gresham (Yam); 2. Brian McDowell (H-D): 3. Matt Wait (Rtx); 4. Mark Key (W-R); 5. Robert Damron (W-R).

Brown wins Cycleland MX

By Michael Rich

CHICO, CA, JULY 24

Yamaha-mounted Justin Brown had to overcome a poor start in the first moto and stiff competition in the second to score the overall win in the 125cc Novice class at Chico's Cycleland Speedway.

Kenny Mosley shot off the starting line at the beginning of the first moto and established a commanding early lead. Dylan Blackwell was second off the line but was soon passed by Darrell Wahl. Knowing that he could not afford to let Mosley get away, Blackwell cut under Wahl and pulled off the pass over the doubles. Brown was the next rider to challenge Wahl, as he closed in, then blew past in the rockers.

By midrace, both Blackwell and Brown closed on Mosley. Blackwell repeatedly showed Mosley his front wheel before making his big move over the tabletop. As the two riders landed, Blackwell put his body into Mosley and physically pushed him aside. Once into the lead, Blackwell slowly began to inch away.

Mosley next came under attack from Brown. These two riders passed each other several times before Brown was able to make it stick in the rockers. Blackwell brought his Honda home first, with Brown and Mosley rounding out the top three.

Brown, realizing he had to win the second moto to take the overall, blasted off the line and into the early lead. Blackwell, however, was not about to let him go, and dogged Brown's every move until Blackwell stalled his engine in a hairpin. This moved Matt Winchester and Mosley into second and third. On the next lap, Mosley moved under Winchester and passed him over the tabletop. Blackwell, having restarted his engine, was on a tear and passed Winchester in the rockers to take over third. Blackwell spent the next lap-and-a-half closing in on Mosley, and once on his rear fender, applied heavy pressure. The pressure paid off when Mosley pitched it away over a tabletop, allowing Blackwell through to second.

As the laps wore down, Blackwell was able to catch Brown, but ran out of time before he could even attempt a pass. At the line, it was Brown with the moto win and stealing the overall from Blackwell, who finished second.

In Mini class action, Josh Giordano was able to pull off a double-moto win for the overall. Richard Felix took second in the first moto, but crashed hard in the second and could only regroup for third. Stealing second overall from Felix was Jason Fox, who finished third in the first moto, but managed a second in the decider.

Results

P/W: 1. Daniel Fowler (Yam); 2. Darren Benson (Yam); 3. Brandon Boyd (Yam); 4. Chris Barnes (Yam).
60: 1. Eric Nye (Kaw); 2. Travis Williams (Kaw).
MINI: 1. Josh Giordano (Kaw); 2. Jason Fox (Suz); 3. Richard Felix (Yam).
125 NOV: 1. Justin Brown (Yam); 2. Dyland Blackwell (Hon); 3. Darrel Wahl (Suz).
125 JR: 1. Danny Rutherford (Hon); 2. Mike Lopez (Kaw).
250 NOV: 1. Joe Souza (Yam); 2. B.J. Williams (Yam).
VET: 1. Michael Rich (Suz); 2. Kirk Young (Hon).
PRO: 1. Tim Nobles (Suz).

Hundertmark doubles at Beaver ST

By A.J. Sumner

ATWATER, WI, JULY 25

The Beaver Cycle Club hosted its final short track of the season to a strong turnout of 133 riders, and at the end of the evening, two stars had emerged from the field: John Hundertmark and Kevin Rohde.

Hundertmark started the night by surprising everyone as he led the 500cc class from flag-to-flag on a bike he'd never ridden before. Championship rivals Brian Zurn and Dave Cartwright rounded out the top three.

Hundertmark then climbed aboard his familiar Palmer Racing Suzuki 400cc and was in second behind defending National Champion Scott Frebert after one lap. An inside move down the backstretch on lap three put Frebert back to second as Hundertmark pulled away to his second win of the night. The win also stretched his points lead in the 400cc class.

Rohde will long remember this night as his first career victory, as he scored an impressive wire-to-wire win in the 80cc Senior class over points leaders Kye Ybema and Dan Vrana. Rohde placed second behind Vrana in the qualifying heat race, but grabbed the holeshot in the main and never looked back. Vrana displaced Ybema on lap two for second place, but was unable to reel in Rohde.

The 750cc main event was red-flagged on lap three due to a gruesome pileup involving four riders. Ron Schettle and John Dricken exited turn two fighting for second place when they came together, crashing into the tire wall. Scott Mach lowsided to avoid the melee, but Gary Oakford was unable to slow his XR750, which plowed directly into the other three. Fortunately, all four were unhurt, albeit very sore. Schettle's Yamaha, however, was done for the night.

On the restart, Art Mischler resumed his place at the head of the pack and led Steve Captain's Norton home for the victory. Greg Quick finished third ahead of Mack, Dricken, Mike Vrana and Oakford.

Results

50 A: 1. Tyler Saulders (MM); 2. Bradley Routheaux (Yam); 3. J.J. Voight (Yam); 4. Justin Statz (Itj).
50 B: 1. Matt Anderson (Yam); 2. Lukas Freber (Yam); 3. Derek Dreber (Yam); 4. Jesse Janisch (Yam).
65: 1. Eric Zurn (Kaw); 2. Tyler Soulders (Kaw); 3. Corey Statz (Kaw); 4. Dan Mischler (Kaw).
80 JR: 1. Eric Zurn (Kaw); 2. Cory Statz (Kaw); 3. Christopher Champine (Kaw); 4. Nathan Heber (Kaw).
80 SR: 1. Kevin Rohde (Yam); 2. Dan Vrana (Kaw); 3. Jeremy DeRuyter (Yam); 4. Kye Ybema (Kaw).
125: 1. J.R. Schnabel (Kaw); 2. Dennis Weber (Yam); 3. Greg Steffes (Suz); 4. Dan Mayer (Kaw).
250: 1. Dave Cartwright (Suz); 2. J.R. Schnabel (Kaw); 3. Curt Knitt (Kaw); 4. Jim Kirschbaun (Suz).
400: 1. John Hundertmark (Suz); 2. Scott Freber (Suz); 3. Randy Routheaux (Hon); 4. Roger Banes (Yam).
500: 1. John Hundertmark (Yam); 2. Brian Zurn (Hon); 3. Dave Cartwright (Suz); 4. Scott Hack (Hon).
750: 1. Art Hischler (Tri); 2. Steve Captain (Nor); 3. Greg Quick (Tri); 4. Scott Hack (Yam).
SR: 1. Ron Schettle (Rtx); 2. Joe Poklasny (Suz); 3. Steve Prisk (Suz); 4. Larry Hischler.

Villella bags the bucks at Standish Half Mile

By Grace DiBenedetto

STANDISH, MI, JULY 26

A $3000 purse was up for grabs in the Pro-Am and Combo classes, and it was Expert Bryan Villella who collected the winner's share in both classes at the Standish Fairgrounds Half Mile. Four times Villella came to the line and four times gave the competition a good second-hand look at the checkered flag. The added money put up by J&W Productions attracted enough riders to require four heats in each class, which provided excellent racing action for the larger than normal spectator turnout.

Because of the large number of rider sign-ups for both Pro and Amateur classes, time, or the lack of, restricted the Pro classes to heats and finals only. With only the first three finishers transferring to the main out of each heat, riders would have only one chance to make the day pay. Villella had plenty of time to size up the competition as he waited for heat four to be called to the line in the Pro-Am.

Rob Williams caused a restart in the main after going down before the first lap was completed. He was okay but his motorcycle needed to be assisted off the track.

The second start saw Scott Buchan take the lead on lap two but didn't make it to lap three, as he kissed the ground between turns three and four, giving the red flag its second airing out.

The next start was staggered with Villella at the head of the line and Mayer, Koelsch, Armbruster and Warner all looking to make the best of the situation.

Villella wasted no time leaving the string of hopefuls behind as he entered turn one. Warner moved in on Armbruster out of turn two and Koelsch stole Mayer's position on the backside. Warner was still in passing mode and Mayer was the recipient of his relentlessness. When Warner moved in on Koelsch next time around turn one, Koelsch moved in on the hay bales, splitting a few open and literally burying his bike. Koelsch was out of the way and unhurt so the race continued.

Warner had moved into second and Buchan, who had already tasted the dirt once, moved steadily but cautiously forward just in time to take some of the sting out of the cuts and bruises with the third-place payoff.

While Villella cruised up ahead with ease and speed in the Combo, Buchan was beating himself up again handing the hefty second place money over to Doug O'Boyle just before the halfway mark in turn four. O'Boyle said thanks for moving over and held his ground to the wire.

Results

50: 1. Bryan Smith; 2. Justin Humphries; 3. Doug Lawrence; 4. Nick Cummings.
65: 1. Trevor Holloway; 2. Billy Humphries; 3. Brett Pankey; 4. Bryan Smith; 5. Mike Minor.
85: 1. Mike McKee; 2. Brandon Rose; 3. Mike Forro; 4. Joel Rayment; 5. B.J. Leach.
200: 1. Brian Bigelow; 2. Mike McKee; 3. Scott Foutch; 4. Stanley Greer; 5. Larry VanValkenburg.
DTX: 1. Lyle Barber; 2. Jason Sentell; 3. Jaramia Becker; 4. Jeffery Randloph; 5. Paul Wackerle.
250: 1. Jeffery Randolph; 2. Jason Sentell; 3. Kirk Wirick; 4. Chad Davis; 5. Jaramia Becker.
400: 1. Paul Wackerle; 2. Larry Van Valkenburg; 3. Tom Harper; 4. Mike Putnam; 5. Gene Foote.
500 B: 1. Cory Clare; 2. Travis Molesworth; 3. Eugene Copeland; 4. Stan Porpotnik; 5. Brad Bushre.
500 A: 1. Dan Tuttle; 2. Lyle Barber; 3. Gene Atherton.
OPEN: 1. Matt Schoonover; 2. Dan Crawford; 3. Robert Chick; 4. Jim Bauerle.
TW: 1. Keith Hawley; 2. Jerry Sulek; 3. Dave Kolenda; 4. Kirk Wirick; 5. William Wertz.
VET: 1. Dave Kolenda; 2. Mike Babka; 3. Robert Lill; 4. Mark Davidson; 5. Charles Kincaid.
SIDE L/W: 1. Glen Sasse; 2. Doug Foust; 3. Paul Dow; 4. Marvin Trout.
SR: 1. Rick Gunby; 2. Rocky Watson; 3. Don Bannerman; 4. Merlyn Wertz; 5. Robert Chick.
PRO-AM: 1. Bryan Villella; 2. Mike Warner; 3. Scott Buchan; 4. Brent Armbruster; 5. Jack Mayer.
COMBO: 1. Bryan Villella; 2. Doug O'Boyle; 3. Dan Koelsch; 4. Mike Warner; 5. Ryan Brown.
SIDECAR L/W: 1. Joseph Sans; 2. John Schneider; 3. Mark Fryer; 4. C. Stenped; 5. T. McKnight.

Naumec notches L.A. Ultracross win

By Randall Jachmann

LOS ANGELES, CA, JULY 18

Team Green's Gene Naumec sailed to an uncontested victory at the Los Angeles Colisium on his Kawasaki/Shoei/Fox-backed motorcycle, scoring his second win of the series.

"I won from the back of the pack at Seattle. If I couldn't win from the front row (here) something's wrong," said Naumec. "I charged hard for the first couple of laps and kept an even pace. (The track) being real slick out there, I didn't want to make any mistakes."

The first heat race was just waiting for a hot dice session to happen, with Kawasaki's Michael Ray Craig, the defending Ultracross Champion, and Yamaha Team Noleen's Larry Brooks in the field. Kawasaki rider Steven Kotajarvi took the holeshot and Larry Brooks was in second within a lap, with Craig on his tail. As both riders cleared the finish-line doubles, which were almot 100 feet apart, the crowd went wild. Craig passed Brooks and Kotajarvi for first, with Brooks making the pass to second. Craig and Brooks moved into overdrive, and left the rest of the pack.

With one lap left to go, Brooks hit a hay bale as he entered the parastyle, launching him off his bike to the bottom of the jump. As Craig crossed the finish line to score the win, Brooks got back on his Yamaha and pushed it past the checkered flag to the approval of the crowd.

Jim "Hollywood" Holley jumped into the holeshot in heat race number two, with Team Green's Ray Crumb and Naumec charging behind him. Crumb got by Holley, and Naumec went down while trying to pass Kyle Lewis. Lewis passed Holley and set his sights on Crumb, who was holding the lead. With one lap to go, Lewis went down while putting pressure on Crumb. Crumb scored the win. Lewis managed to keep second place after his crash.

"I felt Lewis back there a few times knocking on my back door, but I grabbed a handful and came out on top. It's gonna be real hard to pass in the main; the track's slick and everybody's moving fast," said Crumb.

Naumec and Noleen Yamaha's Lance Smail shot to the front of the pack in the main. Scotty Myers, on a C.P.E./Noleen-sponsored Kawasaki, moved into third. Craig was charging hard from the back of the pack after being knocked down. Smail dashed into second place with Team Green's Ryan Carlisle in hot pursuit. Carlisle passed Smail and set his sights on Naumec, while Lewis passed teammate Smail, snatching third at the halfway mark. Naumec was on auto pilot with four laps to go. Lewis turned up the heat on Carlisle, who was having his best ride of the year and closed the door a few times on the hard-charging Yamaha.

In the closing laps, Naumec showed no sign of slowing as he motored around the track. Second place was still a hot spot as Carlisle and Lewis had a battle going, but Lewis went down hard on the last lap. Naumec took first with a lot of breathing room, while Carlisle crossed in second place, Lance Smail finished third and Ray Crumb and Scott Myers rounded out the top five. Craig placed 10th, still well ahead of everyone in the points race.

"I got hit a couple of times below the parastyle and went down and lost my front brake," said Craig. "Basically, I didn't have anything to lose, so I reeled in as many positions as I could to get a few points," said Craig.

Results

O/A: 1. Gene Naumec (Kaw); 2. Ryan Carlisle (Kaw); 3. Lance Smail (Yam); 4. Ray Crumb (Kaw); 5. Scott Myers (Kaw); 6. Jim Holley (Yam); 7. Tommy Clowers (Kaw); 8. Lowell Thomson (Yam); 9. Pat Gomm (Yam); 10. Mike Craig (Kaw).

Linn wins at Fossil Bowl MX

By Butch Pharness

CLARKIA, ID, JULY 26

Bill Linn on his Panhandled-sponsored Kawasaki put in two consistent rides to claim first overall in the 125cc Beginner class at round nine of the Fossil Bowl Race Series.

Moto one saw Wayne Kirk pull the holeshot with Aaron Rainio hot on his tail. The only problem, however, they went the wrong way on the take-off. Rainio quickly realized and turned around and pulled in behind the pack. Kirk went around a few more corners before

he realized he had goofed. Bryan Lukezich suddenly found himself in front with Bill Linn hot on his heels. Linn kept the heat on Lukezich trying his hardest to get by. Lukezich held Linn off for a lap then Linn made the pass. Back in seventh was Kirk trying to make up time for his wrong turn start.

Shortly after the completion of lap one, Linn made the big pass, putting Lukezich back to second. Craig Heimgartner, Joel Nowakoski, Rainio and Kirk had a fierce battle going on for third through sixth. Heimgartner quickly disposed of Lukezich and set after Linn. Nowakoski put the head on Lukezich, trying for the big pass up Devil's Drop only to crash at the top. He dropped out for the day with a bruised shoulder.

Meanwhile, Kirk and Rainio chased Lukezich. Kirk managed to get by Lukezich for third. At the checkered flag, it was Linn with a comfortable lead over Heimgartner, Kirk, Lukezich and Rainio.

The second moto saw Kirk pull the holeshot again, only this time he took the correct turn and stayed in front. Linn, Allen Toetly, Heimgartner and Lukezich completed the top five. Kirk more or less just ran off with the moto. Linn maintained a secure second. Toetly, Heimgartner and Lukezich had a fierce battle going on for third through fifth. Toetly slid out letting Heimgartner and Lukezich by. Toetly quickly remounted in fifth. Lukezich kept the heat on Heimgartner trying everything to get by. Heimgartner left the door open and Lukezich took advantage of it slipping by for third.

Meanwhile, back in the pack, Toetly and Rainio were dicing it out for fifth, with Rainio getting the upper hand. At the end it was Kirk winning the moto, with Linn, Lukezich, Heimgartner and Rainio rounding out the top five. Linn's 1-2 finish topped Kirk's 3-1 for first overall.

Results

AUTO: 1. Chaz Palmer (Yam); 2. Jeremiah Wright (Itj); 3. Stephen Short (Yam).
JR MINI: 1. Anthony Eppers (Kaw); 2. Nathan Allen (Kaw); 3. Leithton Lillie (Yam); 4. Aaron Beck (Kaw); 5. Jeremiah Wright (Kaw).
80 BEG: 1. Colby Blewett (Kaw); 2. Jason Allen (Suz); 3. Jim Farris (Hon); 4. Paul Krous (Kaw).
80 9-11: 1. Derek Driggs (Kaw); 2. Dustin Pharness (Hon); 3. Anthony Eppers (Kaw).
80 12-16: 1. Jimmy LaMastus (Kaw); 2. Mark Dumas (Hon); 3. Billy McCann (Kaw).
125 BEG: 1. Bill Linn (Kaw); 2. Wayne Kirk (Hon); 3. Craig Heimgartner (Kaw); 4. Bryan Lukezich (Kaw); 5. Aaron Rainio (Kaw).
125 JR: 1. Jimmy LaMastus (Hon); 2. Keith Hayhurst (Kaw); 3. Jamie Strole (Yam); 4. Scott Herrmann (Kaw); 5. Chad Kirk (Hon).
125 INT: 1. Eric Christiansen (Yam); 2. David Stephenson (Kaw); 3. Joel Doupe' (Suz).
125 PRO: 1. Jason Klubben (Suz).
250 JR: 1. Jimmy LaMastus (Kaw); 2. Mike Morey (Suz); 3. Perry Berger (Hon).
250 INT: 1. Dan Wise (Hon); 2. Frank Best (Yam).
OPEN JR: 1. Bob Kellams (Hon); 2. Craige Couture (Hon).
OPEN PRO: 1. Doug Miller (Kaw).
OT: 1. Chris Berger (Hon); 2. Bob Kellams (Hon); 3. Kip Varner (Kaw).

Steinrock stomps Daniel Boone MX

By Gwenn Harris

LONDON, KY, JULY 19

Jeff Steinrock was the big winner at Daniel Boone Motocross Park, where he topped the 25 Plus class.

In the first moto, Steinrock took the lead off the start and held it all the way to the finish.

Second-moto action was very fast-paced, with Rodney Carrier taking the holeshot. Steinrock's Honda almost locked wheels with Carrier's Suzuki going into the downhill turn. Carrier maintained the lead by jamming hard and jumping 60 feet or more every time he crossed the finish line. Steinrock finally passed Carrier as they cleared a double on the last lap. The winner of the moto was Steinrock by about two seconds.

The 60cc class was led by Paul Karle on a Kawasaki. Karle was able to double the whoops as Luke Saylor held second position, leaving third place to Chris Heath.

Results

SCHBY: 1. Jake Morris (Kaw); 2. David Culton (Hon); 3. Darryl Monhollen (Suz); 4. Rusty McCubbin (Hon).
80 BEG: 1. Kurt Sims (Kaw); 2. Michael Lambert (Kaw); 3. William Hampton (Kaw); 4. Brian Bourne (Kaw); 5. Brandon Carr (Suz).
N/C: 1. Larry Gessner (Hon); 2. Shane Gillispie (Yam); 3. Randy Gay (Hon).
ENDR: 1. Rodney Williams (Suz); 2. Randy Ridner (Hon); 3. Steve Matteson (Kaw).
125 BEG: 1. Eric McHatton (Suz); 2. Gary Baker (Hon); 3. David Bulton (Hon); 4. Jess Haynes (Yam); 5. Michael Ryan (Kaw).
30+: 1. Jeff Steinrock (Hon); 2. Mitch Keller (Kaw); 3. Ed Behn (Hon); 4. Tony Smith (Kaw); 5. Carl Blevins (Hon).
250 A: 1. Jeff Steinrock (Hon); 2. Larry Gessner (Hon).
250 BEG: 1. Darren Turner (Suz); 2. Jon Slavey (Hon); 3. Keith Lewis (Yam); 4. Michael Glasscock (Suz); 5. Sean Souder (Yam).
50: 1. Terry Hampton (Yam); 2. Adam Leedy (Yam); 3. Cara Blevins (Yam).
80 JR: 1. Paul Karle (Kaw); 2. Zachary Hickerson (Suz).
80 SR: 1. Jake Morris (Kaw); 2. Kurt Sims (Kaw); 3. Darryl Monhollen (Suz).
125 A: 1. Rodney Carrier (Suz); 2. Jeff May (Hon).
25+: 1. Jeff Steinrock (Hon); 2. Rodney Carrier (Suz); 3. Curtis Tolson (Yam); 4. Darren Turner (Suz); 5. Eric McHatton (Suz).
OPEN AM: 1. Michael Combs (Kaw); 2. Jeff May (Hon); 3. Steve Matteson (Kaw).
60: 1. Paul Karle (Kaw); 2. Luke Saylor (Kaw); 3. Chris Heath (Kaw); 4. J.R. Carter (Hon); 5. Lee Hubbard (Hon).

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9109	10:30 pm - 11:30 pm '85 Anaheim Supercross San Diego Supercross	Wednesday, July 29
9110	12:00 Midnight '85 Rose Bowl Supercross 125cc & 250cc	Wednesday, August 12

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CYCLE NEWS

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Hosted by Larry Huffman

PRIME TICKET :Thursday Nights Southern California / Las Vegas / Arizona Area

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9116	5:30 pm - 6:30 pm	'87 Anaheim Supercross	Thursday, Aug. 27
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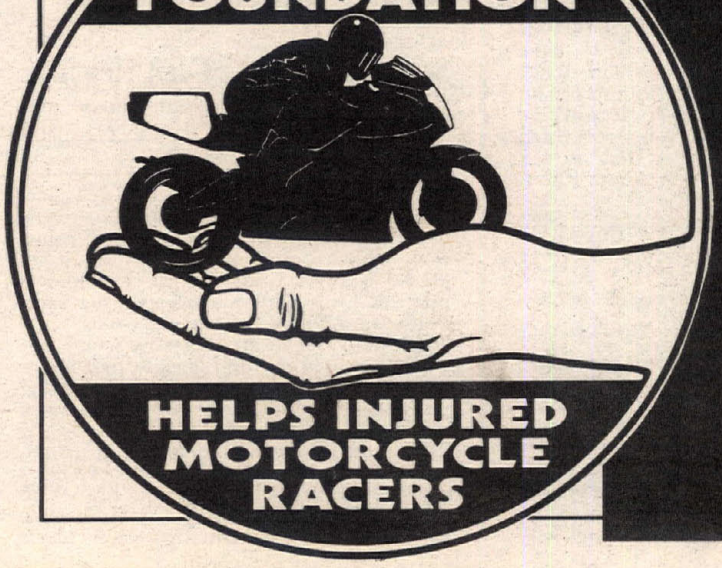

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LOCAL EVENTS

Harvey Bottman (82) passed Alon Sahar (52) and won the Vet Novice class at LACR.

Tokarsky blasts to LACR MX win

By Greg Robertson

PALMDALE, CA, JULY 31

Honda-mounted Joel Tokarsky proved you don't have to be the fastest rider on the track to win, just the most consistant. Tokarsky combined two runner-up finishes to earn overall honors in the 250cc Intermediate class at California Racing Club's Friday night MX at Los Angeles County Raceway.

Karl Lindstrom led the first three laps of the opening moto and was pulling away from Roy Bremenour and Tokarsky before going down and dropping to fourth. Bremenour inherited the lead which he held until the finish. Lindstrom put on a charge that carried him all the way to Tokarsky's rear fender at the checkered flag.

Moto two looked to be a repeat of the first race as Lindstrom got the holeshot and was pulling away before he crashed. Tokarsky led for the next four laps until Scott Mumford blew by on the back straight. Mumford held on for the win, but a first moto DNF left him in fourth overall. Tokarsky kept a flying Lindstrom at bay to finish second and first overall. Bremenour's 1-4 moto finishes gave him second overall edging out Lindstrom's 3-3 rides.

Darin McChesnery went wire-to-wire to win the first Junior Vet Beginner moto with Kimo Ukauka close enough to be in his roost finishing second.

Uksuka holeshot moto two but went down three turns into the race, dropping to last place. McChesnery's turn at the lead was short-lived, as he tangled with another rider and then went down a lap later. Both Ukauka and McChesnery sliced their way back up through the pack into first and second, respectively. McChesnery held the throttle on longer over a jump and got around Ukauka for the moto and overall win.

Results

P/W MOD: 1. Jerry Martinez (Yam); 2. Ray Perez (Yam); 3. Michael Bragg (Yam).
P/W B-1: 1. J.J. Hall (Yam); 2. Sean Collier (Yam); 3. Rand Akrey (Yam); 4. Chris Nihan (Yam); 5. Caleb Gosselaar (Yam).
P/W B-2: 1. Blake Margheim (Yam); 2. Anthony Morris (Yam); 3. Blake Mitchell (Yam); 4. Blake Maguire (Yam); 5. Gerard Patin (Yam).
60 0-8: 1. Daryl Ecklund (Kaw); 2. Shane Mitchell (Kaw); 3. Ray Perez (Kaw); 4. Adam Herpy (Hon); 5. Matt McDaruis (Kaw).
60 9-11: 1. Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Tanya Faulkner (Pax); 4. Johner Faulkner (Pax); 5. Donnie Durrer (Kaw).
80 9-11: 1. Shaun Mitchell (Kaw); 2. Curtis Parker (Yam); 3. Jason Nester (Yam); 4. Joe Mendoza (Hon).
80 BIG WHL: 1. Chris Blanton (Kaw); 2. Leston Derrick (Kaw); 3. Cory Evans (Kaw).
MINI BEG: 1. Michael Rowland (Hon); 2. Matt Tittlemeir (Kaw); 3. Levi Reid (Yam); 4. Clint Shepard (Kaw); 5. Jason Snow (Kaw).
MINI NOV: 1. Richad Powell (Suz).
MINI INT: 1. Lanny Turner (Suz).
ADULT MINI: 1. John Hackerman (Hon); 2. Greg Patterson (KX).
125 BEG: 1. Karl Huey (Hon); 2. Brian Alsobrook (Hon); 3. Scott Henricks (Suz); 4. Josh Jenkins (Yam); 5. Danny Bushey (Suz).
125 NOV: 1. Jason Wood (Suz); 2. Bobby Hall (Kaw); 3. Robbie Powell (Suz); 4. Alan Kadlec (Yam); 5. Juda Ayalon (Hon).
125 INT: 1. Colin Couto (Kaw); 2. Jim Buntin (Suz).
250 BEG: 1. Jason Moe (Yam); 2. Jason Richter (Yam); 3. Craig Godshall (Hon); 4. M. Justin Conha (Hon); 5. Corey Garcia (Hon).
250 NOV: 1. Jason Tubey (Kaw); 2. Dan King (Yam); 3. Eric Kleven (Hon); 4. John Ualko (Hon); 5. Michael Pichette (Hon).
250 INT: 1. Joel Tokarsky (Hon); 2. Roy Bremenour (Yam); 3. Karl Lindstrom (Hon); 4. Scott Mumford (Yam).
250 PRO: 1. Mike Dunlap (Yam); 2. Steven Kotajarvi (Kaw); 3. Andy Girder (Suz).
500 BEG: 1. David Lever (Hon); 2. John Lever (Hon).
500 NOV: 1. Marc Prince (KTM).
JR VET BEG: 1. Darin McChesnery (Suz); 2. Kimo Ukauka (Hon); 3. Dave Butterworth (Yam); 4. Michael Cobb (Suz); 5. Chuck Dodson (Suz).
JR VET NOV: 1. Juda Ayawn (Hon); 2. Lior Verner (Hon); 3. Aviad Sahar (Yam); 4. Andy Nesko (Kaw).
VET BEG: 1. Sean Hudson (Kaw); 2. Chris Slick (Hon); 3. Michael Brennan (Hon); 4. Bruce Hathaway (Yam); 5. Rick Farr (Yam).
VET NOV: 1. Harvey Bohman (Hon); 2. Joe Flowers (Suz); 3. Alon Sahar (Yam); 4. Mike Servey (Yam); 5. Dale Tittlemeir (Kaw).
VET INT: 1. Marc Prince (KTM); 2. Ken Renaux (Hon).
VET PRO: 1. Bob Kline (Hon).

Stanley scores Castle Rock TT

By Derryl Anderson

CASTLE ROCK, WA, JULY 25

Lou Kinnish/Everett Suzuki & Kawasaki/Bell/Maxima/Smith/K&N-backed Dan Stanley won his heat race and took over the lead from Mickey Fay in the main event for the win and the biggest share of the Harley Night purse at Castle Rock Fairgrounds. Fay was leading the rescheduled Harley Night race, but had a flat rear tire with less than two laps to go. Stanley inherited the lead and managed to hold off Dick's Suzuki-backed Ron Yamamoto, who has also won his share of main events at the Rock this year.

Heat race winners in the Junior/Expert class were Stanley, Yamamoto, John Clayton and John Wincewicz. Two riders from each of two semis went to the main. In semi one it was David Anderson and Del Schnitzer. Semi two saw Charlie Brown and J.P. Simonsen heading to the main.

In the main event, Fay got the scratch over Stanley, Yamamoto, Joe Kopp, Don Wilson and the others. Jeff Annen moved by Anderson and Wilson but couldn't get by Kopp. The riders strung out in a single file line as everyone chased Fay. Then, in turn three Fay pulled off the track and Stanley took over for the last lap and a half. Behind Stanley was Yamamoto, Kopp, Annen, Wilson and Wincewicz.

There were four heat races in the Pro-Am class, and the winners were Jeff Anderson, Jeff Rister, Jerry Browning and Dave Stering. Transfering to the main event via semis were Bruce Scott, Ryan Anderson, Jay Osborne and Rusty Yamamoto, who had mechanical problems in the heat race.

The main event looked like a runaway, with Stering pulling away from the pack, but Yamamoto came from a slow start to pick off everyone, including Stering in turn two of the last lap. Marthaller and Anderson battled back and forth for most of the race, with Anderson getting the edge at the finish. Meanwhile, most of the other positions remained unchanged. At the checkered flag it was Yamamoto edging out Stering, Kopp, Rister, Browning and Rickman.

Results

50 B: 1. Larry McDonald (Yam); 2. Joshua Marthaller (Yam); 3. Kyle Dwyer (Yam).
50 A: 1. Scooter Vernon (Yam); 2. Matt McCoy (Yam); 3. Kyle Bunger (Yam).
50 MOD: 1. Jake Holden (Yam); 2. Ron Yamamoto (Yam); 3. Jill Hursh (Yam).
60 B: 1. Kurtis Hawk (Kaw); 2. Hether Christoff (kaw); 3. R.J. Brooks (Kaw).
60 A: 1. Justin Ruth (Kaw); 2. Scooter Vernon (Kaw); 3. Dale Ainslie (Hon).
80 B: 1. Jeff Erskine II (Kaw); 2. Kyle McCain (Kaw).
80 A: 1. Justin Ruth (Kaw); 2. Christian Vernon (Kaw); 3. Joe Long (Kaw).
PRO-AM: 1. Ron Yamamoto (Hon); 2. Dave Stering (Rtx); 3. Lonny Kopp (Hon); 4. Jeff Rister (Hon); 5. Jerry Browning (Rtx).
JR/EX: 1. Dan Stanley (Rtx); 2. Ron Yamamoto (W-R); 3. Joe Kopp (Rtx); 4. Jeff Annen (Rtx); 5. Don Wilson (Rtx).

Evans aces Huron MX

By Roy Knight

HURON, CA, JULY 25

Wilson's Cycles/Malcolm Smith-backed Troy Evans dominated the Over The Hill Gang Novice class by leading both motos from start to finish in round four of the Big Guy Promotions-sponsored Summer Series, held at Huron Cycle Park.

Riding a brand new Husqvarna, Evans said before the race that he felt really comfortable on the new machine. That confidence was soon evident as he grabbed the first moto holeshot and set the pace. Following closely for a while were Jim Terry, Randy Godich, and Mike Hernandez. Hernandez soon passed Godich for third, while Evans and Terry put a considerable distance between themselves and the rest of the pack. Terry stalked Evans for the rest of the moto, but couldn't quite catch up. Evans and Terry finished in that order with Hernandez taking third.

The second moto again saw Evans grab the holeshot, this time with Hernandez running second and Danny Lowers in third. After suffering a bad start, Terry worked his way past Lowers and set his sights on Hernandez. Terry soon found a way around Hernandez and closed in on Evans. Evans kept his cool however, and stayed on the gas while Terry began to run out of steam. By the moto's end Evans had once again built up a comfortable lead and earned the overall win. Finishing in the same order as before. Terry and Hernandez earned second and third, respectively.

In the Gang's Beginner class, Tim Davis jumped to an early lead in the first moto with Eric Brandmeyer and Cory Shropshire running second and third. As the moto wore on, Brandmeyer challenged for the lead, but Davis guarded his position closely as the two went at it. Finally, just before the white flag came out, Brandmeyer made his move and took the lead from Davis and held on to the checkered flag.

Davis holeshot the second moto. This time, Shropshire ran second and Brandmeyer was third. The three riders maintained their positions to the finish, with Shropshire holding off Brandmeyer while Davis went on to claim the moto and overall wins. Brandmeyer's 1-3 finishes gave him second overall, with Shropshire third.

SLO City Cycles-supported Roy Knight earned the overall in the Gang's Expert class with two firsts over rival Glen Wilkins. Although Knight passed Wilkins early in both motos, the holeshot specialist stayed glued to Knight's rear fender the whole time and almost got by Knight on the front straightaway as the two dashed toward the checkered flag in the final moto. Mike Bosworth, still smarting from a recent crash at Mammoth Mountain, could fare no better than third overall, just edging out Bob Clark in the second moto.

Results

60: 1. David Booth (Hon); 2. Chris Conner (Kaw); 3. Chad Carlson (Kaw).
80 P/W: 1. Brenda Burson (Hon); 2. Brittany Rainwater (Yam); 3. James Jackson (Suz).
80 BEG: 1. Brett Racine (Kaw); 2. Bobby Bonds (Suz); 3. Travis Goldstein (Suz).
125 BEG: 1. Kevin Barclay (Suz); 2. Michael Goldstein (Kaw); 3. Mathew Morgan (Suz).
125 NOV: 1. Matt Wallace (Suz); 2. David Walters (Suz); 3. Nathan Woods (Kaw).
250 BEG: 1. Travis Marks (Hon); 2. Jesse Holguin (Yam); 3. Don Hossil (Suz).
250 NOV: 1. Greg Dungan (Hon); 2. Matt Wallace (Suz); 3. Myron Short (Suz).
250 INT: 1. Chuck Bradshaw (Hon); 2. Frank Sottile (Suz); 3. Pete Snyder (Yam).
500 BEG: 1. Donnie Rector (Hon); 2. Travis Marks (Hon); 3. Mike Lopez (Hon).
500 NOV: 1. John Mathews (Hon); 2. Donnie Mayfield (Kaw); 3. Doug Cates (Hon).
25-29: 1. Doug Russell (Suz); 2. David Rose (Suz).
VET PRO: 1. Glen Wilkins.
OTHG BEG: 1. Tim Davis (Kaw); 2. Eric Brandmeyer (Yam); 3. Cory Shropshire (Suz).
OTHG NOV: 1. Troy Evans (Hus); 2. Jim Terry (Suz); 3. Mike Hernandez (Kaw).
OTHG INT: 1. Jon Hansen (Hon); 2. Jeff Marquez (Suz).
OTHG EX: 1. Roy Knight (Kaw); 2. Glen Wilkins (Hon); 3. Mike Bosworth (Suz).

Schwartz slides to Glen Helen Speedway win

By M. Sober

SAN BERNARDINO, CA, JULY 29

Bobby "Boogaloo" Schwartz treated a rowdy near-capacity crowd of 3200 to a classic come-from-behind Scratch main victory over Gary Hicks. Schwartz' performance was almost matched by Russell Racing speedster Scott Brant, who dominated the eight-rider Handicap main to score an impressive win.

Hicks started out on the right foot in the Scratch main. He drew the inside-pole starting position, and followed that up with a quick gate that propelled him immediately to the front spot. Schwartz, who drew lane assignment two on the immediate right of Hicks, also got a quick start, but found himself in second place looking for a way around the 23-year-old. Schwartz initially tried the inside line, but found Hicks stubbornly covering the bottom half. Schwartz changed his angle to attack, gaining precious real estate on the leader by going deep into each turn and looking for the added traction that would launch him down the next straightaway.

For three laps Schwartz poked his front wheel up even with Hicks' rear tire, but each time Hicks held onto the lead. As the two veterans passed the white flag, Schwartz pulled out the stops and brought the crowd to its feet when he passed Hicks out of turn two. The startled Hicks attempted to take the lead back, but ran out of race and had to settle for a close second.

In the Handicap main "Suicide" Scott Brant put on a dazzling display. Just as northern California's Bobby Hedden was going around initial race leader Carlos Cardona, Brant overtook the entire contingent of front-runners from his extreme outside line.

Results

SCRATCH: 1. Bobby Schwartz (GM); 2. Gary Hicks (GM); 3. Rob Pfetzing (Wes); 4. Charlie Venegas (Ver).
HDCP: 1. Scott Brant (Jaw); 2. Bobby Hedden (Wes); 3. Jeff Jones (Wes; 4. John Aden (Jaw); 5. Carlos Cardona (Wes).
SUPP: 1. Mike Reed; 2. Bob Bechtold; 3. Jim Estes; 4. Heath Hammonds; 5. Chris Harrington.
SDCAR: 1. Steve Stanton/Tom Tufts.

Elder snags Silver State Shootout MX win

By Joan Tiearney

CARSON CITY, NV, JULY 17

Pro rider Brian Elder snagged the Shootout win at Silver State MX on his Big Valley-sponsored Honda.

Out front early in the race was Suzuki rider John Culbert who led from the green flag to the last lap. Culbert, a 250cc Junior rider, put in a great race and held up well under pressure from the charging pack. Elder worked his way up front last in the staggered start, passing 19 riders, including Culbert on the last lap. Culbert held on for second place, while Justin Tiearney finished third and Darrell Chapman fourth.

In the Vet Pro class it was Honda rider Tim Dyer who got the holeshot. Rich Thorwaldson never let up and took the lead after the second lap to hold off Dyer, Steve Vogel and Marty Pisano. Thorwaldson made a bobble in the back section of the track giving Dyer the advantage.

In moto two, it was Dyer with the holeshot, followed by Intermediates Layne Kolbet and Randy Appleton. Dyer held them off for four laps, but Thorwaldson set his sights on Dyer and moved quickly into second by lap three. On the fourth lap the battle began when Thorwaldson made a pass on Dyer and led the moto for two laps with Dyer right on his boot heels. Dyer passed Thorwaldson again and the two riders changed positions several more times. Thorwaldson made a slick move on lap five, to take the lead again. He breezed in for the checkered and the overall victory. Dyer finished second and Marty Pisano finished third for the night.

Results

P/W 50: 1. Jimmy Hazel (Yam); 2. Todd William (Yam).
60: 1. Josh Carter (Kaw); 2. Nathan Malo (Kaw); 3. Jimmy Hazel (Kaw); 4. Dustin Miller (Kaw); 5. Tony Evans (Kaw).
80 BEG: 1. Michael DiLoreto (Hon); 2. Marshall McCoy (Hon); 3. Ryan Hansen (Suz).
80 JR: 1. Justin Scullen (Kaw); 2. Nathan Tiearney (Hon).
80 INT: 1. David Roberts (Hon).
125 BEG: 1. Craig Schultz (Hon); 2. Jess Merrithew (Hon); 3. Sy Brew (Kaw); 4. Jeremy Matt (Kaw); 5. Rick Godsey (Suz).
125 JR: 1. John Culbert (Suz); 2. Pat Foster (Suz); 3. Jeremy Huntsman (Kaw); 4. Buzz Wilson (Kaw); 5. John Depaun (Hon).
125 INT: 1. Justin Tiearney (Hon).
125 PRO: 1. Shane Esposito (Kaw); 2. David Barrett (Hon); 3. Kenny Lash (Kaw); 4. Shaun Carmichael (Kaw).
250 BEG: 1. Judge Smith (Suz); 2. Tim Sexton (Kaw); 3. John Carlson (Kaw); 4. John Marchini (Hon); 5. Bill Rose (Yam).
250 JR: 1. Shaun Curtis (Hon); 2. Mike Slipcevich (Suz); 3. Robbie Huntoon (Suz); 4. Matt Ingram (Hon); 5. Paul Beyer (Hon).
250 PRO: 1. Shane Esposito (Kaw); 2. Brian Elder (Hon); 3. Sven Stillmock (Suz); 4. Steve Hawkins (Kaw); 5. Scott Stillmock (Hon).
500 JR: 1. Mike Curtis (Hon); 2. Mike Walsh (Hon); 3. Jeff Sparks (Hon).
VET JR: 1. Stuart Vogel (Hon); 2. Mike McLain (Hon); 3. Robbie Huntoon (Suz); 4. Chuck Chitwood (Yam); 5. Mike Walsh (Hon).
VET INT: 1. Steve Vogel (Hon); 2. Randy Appleton (Suz); 3. Eric Patterson (Kaw); 4. Layne Kolbet (Hon); 5. Jeff McCullum (Hon).
VET PRO: 1. Rich Thorwaldson (Hon); 2. Tim Dyer (Hon); 3. Marty Pisano (Yam).
WMN: 1. Shalie Stillmock (Hon); 2. Lori Branham (Kaw); 3. Shonda Stillmock (Kaw); 4. Jill Morgan (Kaw); 5. Jan Morgan (KTM).

Durkee destroys Afton ST

By Dave Rafferty

AFTON, NY, JULY 25

Roger Durkee won the Open Expert class at the Afton Fair Invitational.

The start of the final saw local rider Craig Estelle battle with Durkee, but the holeshot belonged to Bill Newkirk. Estelle ran second, while Durkee got a poor start and left midpack. It took four laps for Estelle to pass Newkirk, after which he pulled out a four-

bike length lead. By lap six Durkee was knocking on the door, but Estelle held him off until an 11th-lap bobble by Estelle put Durkee into first for the win.

The Square Deal Riders celebrated the 20th Annual Afton Fair by adding a Sidehack class to their program, and the team of Craig Estelle and Todd Hunter won the event.

The final saw seven machines start in a two-row configuration. The Lou Delousia/Bill Teliska team got the holeshot, while Estelle and Hunter slid through turn one with the Ray Trainor/Stan Garvilla team right next to them. Brad Flint and Tom Steen worked their way up into the front-runners, and decided to make their move on lap four. Riding high on the cushion as they approached turn three, the two entered the turn too fast, and exited the track.

Lap seven saw Estelle and Hunter make their move on the leaders in the same turn where the Flint/Steen duo had their scare, but with better success. They pulled into the lead and held it to the finish.

Results

80: 1. Jeremy Thompson (Suz); 2. Mathew Keeley (Yam); 3. Cam Rafferty (Kaw); 4. Franky Keeley (Yam).

125 AM: 1. Garth Bastian (Yam); 2. James Conklin (Hon); 3. Mathew Keeley (Yam); 4. Jarvis Hoax (Hon).

250 EX: 1. Roger Durkee (Hon); 2. Bill Newkirk (Yam); 3. Chris Hart (Hon); 4. Craig Estelle (Suz); 5. Will Adams (Hon).

OPEN EX: 1. Roger Durkee (Rtx); 2. Craig Estelle (H-D); 3. Bob Weiss (Rtx); 4. Scott Snoop (Rtx); 5. Bill Newkirk (Hon).

SDCAR: 1. Craig Estellel/Todd Hunter (Yam); 2. Lou Delousia/Bill Teliska (Kaw); 3. David Gamble/Pat Gamble (Kaw); 4. Ray Trainer/Stan Garville (H-D); 5. Ronald Benks/Albert Cooper (Yam).

Champine tops Antigo HM

By A.J. Sumner

ANTIGO, WI, JULY 18-19

The Rib Mountain Riders hosted the first Pro-Am motorcycle races at Langlake County Fairgrounds since 1987, and Steve Champine won Saturday's 600cc final, as well as the 750cc title in the Wisconsin State Professional Championships, which were featured on the first day of the event.

John Dillenburg came out of retirement to disrupt the 250cc class by posting an easy win. Dave Cartwright, J.R. Schnabel and Brian Zurn finished in order behind Dillenburg.

Lee Johnson found himself on the back row when the green light sent the 400cc class away, but dove under the pack as they hit turn one. Johnson scored an impressive victory, well ahead of Rick Bretl, who was enjoying one of his first rides of the year.

Steve Kasten grabbed the holeshot of the 600cc Pro final, with Steve Champine and Blake Ehrich in tow. On lap two, Champine motored outside turn two to take the lead which he would never relinquish. As Champine lengthened his lead at will, Kasten managed to open some breathing room on Ehrich, who came under attack from Don Paul. Paul dispatched Ehrich on lap six and set out after Kasten. Time ran out and Champine led Kasten, Paul and Ehrich across the line.

The 500cc Pro State Championship saw Mark Kornely nail the holeshot ahead of Todd Doughty. Steve Kasten claimed the lead on lap three, but was unable to pull away from Doughty, who had dropped Kornely to third. By the halfway flags, Terry Vestal had displaced Kornely for third and had moved up to challenge the leaders. On lap six, Doughty hit Kasten's rear tire, slowing his charge and allowing Vestal to move into contention. On the white-flag lap, Doughty moved around Vestal on the backstretch, but was unable to pass Kasten in the last 400 feet. Vestal placed third with early leader Kornely, still getting used to his new Rotax, finishing fourth.

The 750cc Pro Championship pitted Champine against George Istvanek. Istvanek grabbed the holeshot but Champine moved past on his backstretch. From then on, Champine cruised to an easy win on his Del's Cycle/BMD Cycle/Suburban Motors H-D-sponsored single.

"We got it set up so nice that all I gotta do is twist the throttle," stated Champine. "I could ride the bike for three hours without any problems." The Championship was Champine's first since he won the Junior Pro State Championship in 1984.

Heavy rains fell Saturday night, and the second day was nearly cancelled due to the muddy conditions.

After the track was bladed and packed, the Pro class riders were sent out to examine it. The decision was made to cancel the event, and the spectators reluctantly began leaving, but several riders protested the decision and vowed to put on a show.

The new format called for the running of the entire professional program first, after which the amateurs would be allowed to decide if they wanted to race.

While the Pro classes featured some of the best racing of the weekend, the rain returned afterwards and washed out all but four of the Amateur classes.

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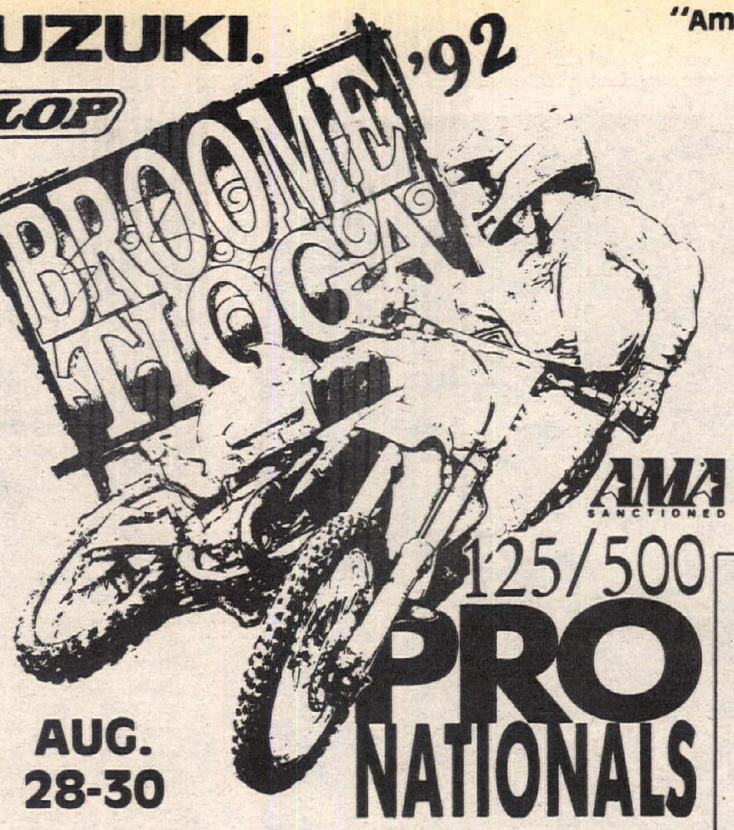

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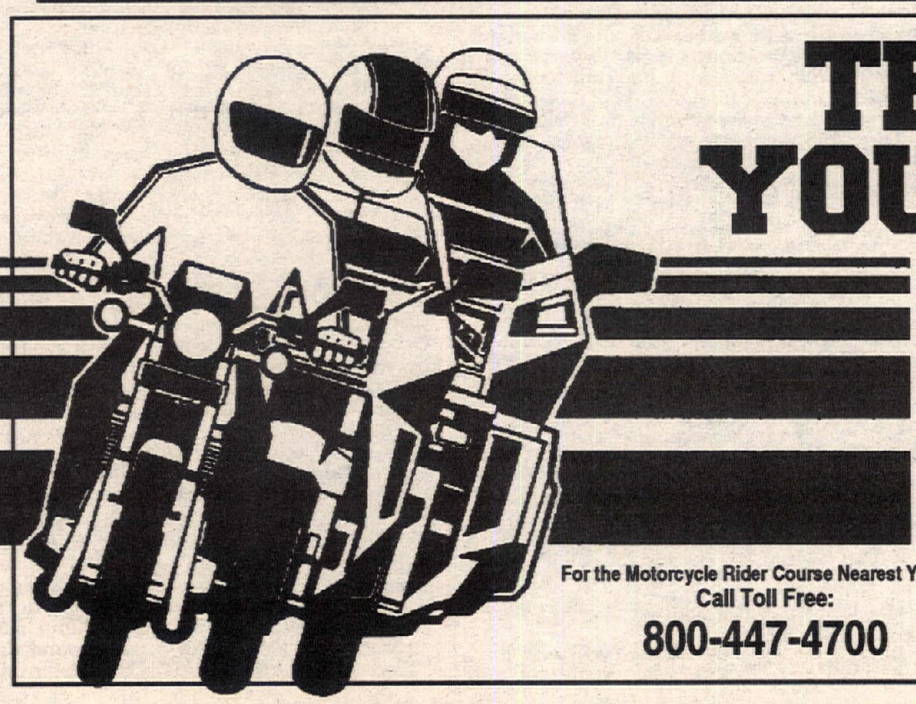

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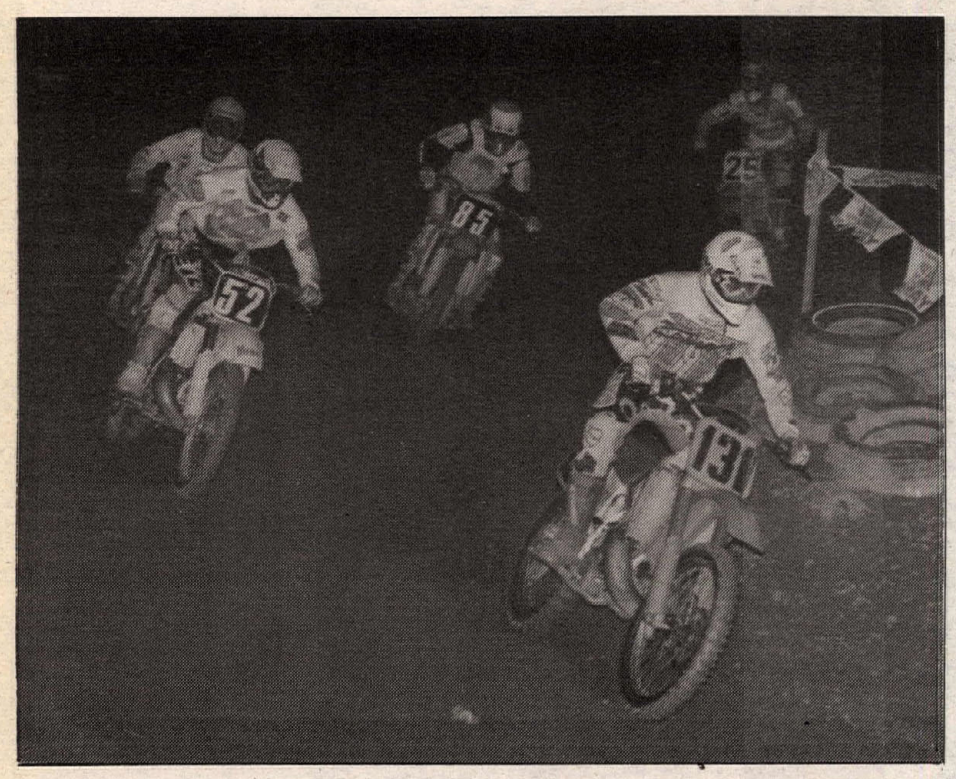

David Lynch (131) narrowly beat Terry Varner (52) during Perris Raceway MX action.

Kurt Boehlke grabbed the holeshot in the 500cc Pro-Am final, leading Todd Doughty, Steve Kasten and Bill Hoffmeister after one lap. Doughty displaced Boehlke on lap two and pulled away to win on his H-D of Appleton/Terry Doughty-sponsored, Judy Doughty-tuned Harley. Hoffmeister charged to take second place, while Boehlke faded to fourth behind Kasten.

Canadian Blake Ehrich nailed the start of the 600cc Pro-Am final and led Steve Champine, Boehlke, Doughty and Kasten into turn one. On lap two, Champine motored to the top of the track in turn two to take the lead. On the fourth lap, Ehrich and Boehlke tangled in turn two, yet both remained upright. Doughty and Kasten, who were battling right behind, dove low to avoid a collision. As Boehlke untangled himself from Ehrich, he dropped low on the track and nearly took down Doughty, who suffered a punctured rear tire from the contact.

"I saw them (Boehlke and Ehrich) get together, so I went low to miss them," recounted Doughty. "Next thing I know, Boehlke comes down and hits me. I was lucky to stay on the bike."

Unfortunately, the flat tire ended his charge to the front, and for the second day in a row, Champine scored an easy win on his Del's Cycle/BMD Cycle/Suburban Motors H-D-sponsored Harley. Boehlke regrouped in time to reclaim second place ahead of Kasten and Doughty. Early leader Ehrich faded to a fifth-place finish.

Results

SATURDAY
50: 1. Tyler Smulders (MM); 2. Matt McGrath (MM); 3. Brad Routheaux (Yam); 4. Justin Statz (Itj).
65: 1. Eric Zurn (Kaw); 2. Justin Voight (Kaw); 3. Danny Mischler (Suz); 4. Joey Malak (Kaw).
80 JR: 1. Eric Zurn (Kaw); 2. Dan Mischler (Kaw); 3. Corey Statz (Kaw); 4. T.J. Zeidler (Kaw).
80 SR: 1. Nick Gustin (Suz); 2. Dan Vrana (Kaw); 3. Kye Ybema (Kaw); 4. Jeremy DeRuyter (Yam).
125: 1. J.R. Schnabel (Kaw); 2. Rick Bretl (Yam); 3. Dennis Weber (Yam); 4. Tracy Honeck (Hon).
250: 1. John Dillenburg (Yam); 2. Dave Cartwright (Yam); 3. J.R. Schnabel (Kaw); 4. Brian Zurn (Kaw).
400: 1. Lee Johnson (Hon); 2. Rick Bretl (Hon); 3. J.C. Giannini (Bul); 4. John Hundertmark (Suz).
500: 1. Dave Cartwight (Suz); 2. Mark Kornely (Rtx); 3. Steve Forrest (Hon); 4. Brian Zurn (Hon).
750: 1. Art Mischler (Tri); 2. Ron Schettl (Tri); 3. ScottMack (Yam); 4. Gus Feind (H-D).
ANTQ: 1. Freddy Pettis (H-D); 2. Dave Kurth (H-D): 3. Roland Ohe (H-D); 4. Butch Duvall (H-D).
250 PRO: 1. George Istvanek (Hon); 2. Todd Darling (Hon); 3. Curt Knitt (Kaw); 4. Clarence Rupnow (C-A).
500 PRO: 1. Steve Kasten (Hon); 2. Bill Hoffmeister (Hon); 3. Todd Doughty (H-D); 4. Bob Ybema (Hon).
600 PRO: 1. Steve Champine (H-d); 2. SteveKasten (Yam); 3. Don Paul (Rtx); 4. Blake Ehrich (Rtx).
750 PRO: 1. George Istvanek (H-D); 2. Bill Hoffmeister (H-D); 3. Art Mischler (Tri); 4. Frank Kaiser (H-D).
WI PRO STATE C'SHIP
250 PRO: 1. Dave Cartwright (Suz); 2. Todd Darling (Hon); 3. Curt Knitt (Kaw); 4. Clarence Rupnow (C-A).
500 PRO: 1. Steve Kasten (Hon); 2. Todd Doughty (H-D); 3. Terry Vestal (Yam); 4. Mark Kornely (Rtx).
750 PRO: 1. Steve Champine (H-D); 2. George Istvanek (H-D); 3. Bob Ybema (H-D); 4. Lee Johnson (Hon).
SUNDAY
65: 1. Eric Zurn (Kaw); 2. Justin Voight (Kaw); 3. Danny Mischler (Suz); 4. Joey Malak (Kaw).
80 JR: 1. Eric Zurn (Kaw); 2. Dan Mischler (Kaw); 3. Corey Statz (Kaw).
80 SR: 1. Dan Vrana (Kaw); 2. Kye Ybema (Kaw); 3. Jeremy DeRuyter (Kaw); 4.Nick Gustin (Suz).
250: 1. J.R. Schnabel (Kaw); 2. Dave Cartwright (Suz); 3. John Dillenburg (Yam); 4. Mike Bertram (Kaw).
500: 1. Steve Forrest (Hon); 2. Dave Cartwright (Suz); 3. Mark Kornely (Rtx); 4. Brian Zurn (Hon).
250 PRO: 1. Dave Cartwright (Suz); 2. George Istvanek (Hon); 3. Curt Knitt (Kaw); 4. Todd Darling (Hon).
500 PRO: 1. Todd Doughty (H-D); 2. Bill Hoffmeister (Hon); 3. Steve Kasten (Hon); 4. Kurt Boehlke (Rtx).
600 PRO: 1. Steve Champine (H-D); 2. Kurt Boehlke (Rtx); 3. Steve Kasten (Yam); 4. Todd Doughty (H-D).
750 PRO: 1. Bill Hoffmeister (H-D); 2. George Istvanek (H-D); 3. Steve Captain (Nor).

Wray celebrates Perris MX victory

By Tony Alessi

PERRIS, CA, AUG. 1
Josh Wray celebrated his 18th birthday in style with a double moto romp of the 125cc Beginner class during the GFI Win A Truck Night Series, held at Perris Raceway.

Wray led the way at the onset of the first 125cc Beginner moto while Holdeman, Morris and Mike Cyr funneled into the top five.

Holdeman and Morris came together down the front straight with Holdeman dropping to third as Morris proved to be a bit more daring by shoving his way into second. Wray remained in control to the finish to score the win followed by Morris, Holdeman and Packwood.

Wray again nabbed the holeshot in the second moto, but this time Holdeman was glued to his rear fender. The two leaders immediately put time on third-place Packwood. Wray continued to set a blistering pace which was matched turn for turn by Holdeman until he threw it away by crashing near the entrance of the finish line turn. Wray enjoyed a tremendous lead and cruised to the finish with the overall win topping Morris, Packwood and Holdeman.

Randy Danylo was unstoppable in the 125cc Intermediate class and simply walked off with both moto victories. Mike Battista was voted GFI Sportsman of the Month and was riding his debut ride in the 125cc Intermediate class, finishing a respectable third behind runner-up Jim Lavorci.

Pete Marino scored a double-moto victory in the 250cc Beginner division one after surviving a heated battle with Ryan Banford in the opening moto. Banford, fresh out of the mini ranks, rode the 250cc machine two gears too low and revved to the point of destruction, but Marino held it together and stayed smooth for the overall win on the night. Dave Eyechaner and D.R. McCain finished inside the top five.

Results

50 FIRST TIMER 1: 1. Kyle Vicioso (Yam); 2. Rick Briggs (Yam); 3. Matthew Clark (Yam); 4. Brandon Currie (Suz); 5. Rick Stumetz (Suz).
50 FIRST TIMER 2: 1. Jenniger Lindenberg (Yam); 2. Jonathon Lehmann (Suz); 3. Robert Catalano (Yam); 4. Eric Matthews (Yam); 5. Chris Reyes (Suz).
50 D-1: 1. Cale Wallace (Yam); 2. Kyle Mace (Yam); 3. Joe Hamilton (Yam); 4. Joe Anderson (Yam); 5. Brock Bolling (Itj).
50: 1. Ryan Webber (Yam); 2. Tyson Talkington (Yam); 3.Daniel Taft (Yam); 4. Javier Cobo (Yam); 5. Andrew Renshaw (Yam).
50 MOD D-1: 1. Cale Wallace (Yam); 2. Kyle Mace (Yam); 3. Clinton Ainsworth (Yam); 4. Bryan Mathews (Yam); 5. Dave Freeman (Yam).
50 MOD D-2: 1. Javier Cobo (Yam); 2. Brandon Ahmann (Yam); 3. Daniel Taft (Yam); 4. Tyson Talkington (Yam); 5. Andrew Renshaw (Yam).
60 0-8: 1. Justin Mace (Kaw); 2. Jeremy Keiper (Kaw); 3. Brandon Stadden (Kaw); 4. Kyle Mace (Yam); 5. Danny Pettingill (Kaw).
60 9-11: 1. Bryan McGavran (Kaw); 2. Geoff Rader (Kaw); 3. Christopher Tocco (Cef); 4. Eric Wood (Kaw); 5. Roland Rodinquez (Kaw).
80 BEG: 1. Bryan McGavran (Suz); 2. Nick Norton (Suz); 3. Damion Loudo (Kaw); 4. Joshua Carter (Kaw); 5. Tyson Taylor (Hon).
80 NOV: 1. Eric Helma (Kaw); 2. Reginald Mitchell (Suz); 3. Eric Anderson (Kaw); 4. Mark Tilley (Hon).
125 BEG D-1; 1. Josh Wray (Yam); 2. Kenny Morris (Suz); 3. Chris Packwood (Yam); 4. Drue Holdeman (Suz); 5. Zac Hybbert (Suz).
125 BEG D-2: 1. Jeff Fleming (Hon); 2. Tommy Roberts (Yam); 3. Keith Wade (Kaw); 4. Chris DeCannett (Suz); 5. Bryan Davis (Suz).
125 NOV: 1. Keith Loonsfoot (Kaw); 2. Lyle Danuser (Kaw); 3. Sammy Davis (Hon); 4. Tony Alessi (Suz); 5. Bobby Krajewski (Suz).
125 INT: 1. Randy Danylo (Kaw); 2. Jimmy Lavorci (Yam); 3. Mike Battista (Hon); 4. Gary Wagner (Suz); 5. Bobby Hubbard (Suz).

Chris Rockwell sloshed through the rain-soaked Hunt Moto Park mud.

125 PRO: 1. Dana Wiggins (Yam); 2. Don Upton (Hon); 3. Takahama Ryuichi (Hon).
250 BEG D-1: 1. Pete Marino (Suz); 2. David Eyechaner (Suz); 3. D.R. McCain (Hon); 4. Ryan Banford (Hon); 5. Mike Mullen (Yam).
250 BEG D-2: 1. Bryan Jauert (Yam); 2. Jim Williams (Kaw); 3. Tore Amato (Yam); 4. Johnny Aragon.
250 NOV: 1. John Holmes (Kaw); 2. C.T. Falk (Yam); 3. Matt Hampton (Yam); 4. Mike Davis (Yam); 5. Mike Sohrt (Suz).
250 INT: 1. Travis Cory (Yam); 2. Chris Cooley (Yam); 3. Duane Potts (Kaw); 4. Willy Haney (Hon); 5. Greg Giddings (Kaw).
250 PRO: 1. Dana Wiggins (Yam); 2. Don Upton (Hon); 3. Jeff Fine (Hon); 5. Tony Amaradio (Kaw).
500 BEG: 1. Greg Verdugo (Hon); 2. Jon Nixon (Hon); 3. Paul Evans (Suz); 4. Laython Loop (Hon).
500 NOV: 1. Karl Holmberg (KTM); 2. Jim Smith (Hon); 3. Dean Brown (Hon); 4. Steve Scrape (Hon).
500 INT: 1. Brian Mangen (Hon); 2. Bobby Hubbard (Hon); 3. Dan Paulson (ATK); 4. John Bennett (KTM).
+25 BEG D-1: 1. Ernie Garrcia (Suz); 2. Eric Hanson (Suz); 3. Bill Robair (Yam); 4. Tim Williams (Kaw); 5. Chris DeCannett (Suz).
+25 BEG D-2: 1. Timoted Welch (Kaw); 2. Ron Seaman (Hon); 3. Shawn Craig (Suz); 4. Allan Tungate (Yam); 5. Jeff Tesdale (Yam).
+25 NOV: 1. Dave Graff (Hon); 2. Phillip Wurtser (Yam); 3.Mark Stroup (Yam); 4. C.T. Falk (Yam).
+25 INT: 1. Eddie Davis (Yam); 2. Randy Danylo (Kaw); 3. Chris Lance (Yam); 4. David Lynch (Hon); 5. Kevin Fringer (Kaw).
+30 NOV: 1. Tim Murphy (Yam); 2. Greg Mazzio (Yam); 3. Mark Stroup (Yam); 4. David Holland (Hon); 5. Randy Green (Hon).
WMN: 1. Tami Rice (Suz); 2. Brenda Hannah (Suz); 3. Valarie Roberts (Kaw).
+30 INT: 1. David Lynch (Hon); 2. Terry Varner (Yam); 3. Joel Seals (Suz); 4. Randy Skiner (Suz); 5. Willy Haney (Hon).
+35 NOV: 1. Jack Phinn; 2. Ron Burns (KTM); 3. Greg Rader (Hon); 4. Jeff Morris (Hon); 5. Mark Moore (Suz).
+40: 1. Robert Bujdoso (Kaw); 2. Jim Hollon (Hon).

Faria flies to Lake Perris Speedway win

By Scott Daloisio

PERRIS, CA, JULY 16
"Flyin' " Mike Faria proved to be the top dog when he out-raced three of his Russell Racing teammates to win the Scratch main event at Lake Perris Speedway Thursday night.

For the first time in history, Russell Racing riders made up the entire Scratch main event. When they left the line, Faria jumped off the pole and into a slim lead over Bobby Schwartz, Scott Brant and Brent Werner.

Schwartz, making his first appearance at Lake Perris in five weeks, opted for the dirt line. The two-time World Best-Pairs Champion stayed on the wide line all the way. He gave the entire inside to Scott Brant, and they chased Faria lap after lap. While they were not losing any ground to the National Champion, they were not picking up any either, and when the checkered flag came down, Faria had ridden his Russell Racing/Oilzall/Shoei/A-1 Plank/Event Technical Services-backed Weslake to a victory over Schwartz and Brant. Werner ended up fourth.

In the eight-lap Handicap main, third-year rider Greg Appelman started on the 10-yard line and set a grueling pace over the first four laps. Veteran Shawn McConnell, making only his second Lake Perris Speedway appearance, held down the second spot.

On the fifth lap, McConnell started to move in on Appelman, and by the time the white flag came out, was camped on his rear tire. Coming off the final turn, McConnell made his move. He got a big drive off the corner and pulled even with Appelman. As they crossed the checkered flag, they were elbow to elbow and McConnell took the win by a hair. As McConnell and Appelman went into turn one after the finish, they were going too fast, and tangled. The wildest crash of the year at Lake Perris took place and both riders were down for quite some time before walking off under their own power.

Results

SCRATCH: 1. Mike Faria (Wes); 2. Bobby Schwartz (Wes); 3. Scott Brant (Jaw); 4. Brent Werner (Jaw).
HDCP: 1. Shawn McConnell (Wes); 2. Greg Appelman (Wes); 3. John Aden (Jaw); 4. Brent Werner (Jaw).
SUPP: 1. Heth Hammonds (Wes).

VanBallegooyen sweeps Hunt MX

By Michael Harasmisz
Photo by Jack Haley

HUNT, NY, JULY 26
Kawasaki-mounted Ed VanBallegooyen made his trip from Ontario, Canada, worthwhile by scoring wins in the 125cc Amateur and 17-24 Combined classes at Hunt Moto Park, where 240 riders turned out to compete. The track was excellent during practice and the first few motos, but a heavy downpour made conditions muddy for the later events.

In the first 125cc Amateur moto VanBallegooyen jumped out to an early lead with Chris VanHyning second and Mike Latone in third. VanBallegooyen got the win with VanHyning holding onto second. VanBallegooyen also earned the second-moto win and the overall, with Latone in second.

Mike Franklin led the first 17-24 Combined moto with VanBallegooyen and Tod King close behind. Their finishing order remained the same, with Franklin winning over VanBallegooyen and King.

In the second moto VanBallegooyen got out front early and held on for the win over Tom Whaley. First-moto winner Franklin recovered from a bad start for third. VanBallegooyen took the overall win with Franklin second and Whaley third.

Paul Austin moved to the front of the first Open Expert moto, which was run under very muddy conditions. Austin opened up a small lead and was unchallenged for the win.

With the track tacking up for the second moto, Chris Pecora came away with the holeshot and opened a commanding lead over Marty Merz and Bart Lucas. Pecora looked to have the win in the bag, but with two laps to go he went down in a sweeper, handing the lead over the Merz. Merz held off Lucas for the win and the overall with a 5-1 moto score.

Results

P/W: 1. Aaron Sheperd (Itj); 2. Mike Silverole (Yam); 3. Brad Bourne (Yam).
60: 1. Jamie Robison (Kaw); 2. Arye Hughson (Kaw).
MINI JR: 1. Adam Bourne (Kaw); 2. Shane Bartholf (Kaw); 3. Jamie Robison (Kaw); 4. Bobby Silverole (Kaw); 5. Arye Hughson (Kaw).
MINI SR: 1. Jesse Smith (Kaw); 2. Heath Wadhams (kaw); 3.Michael Tresing (Hon); 4. Justin Shepker (Kaw); 5. Cameron Daudelin (Suz).
MINI COMB: 1. Makey Lengo (Kaw); 2. Michael Tresing (Hon); 3. DaveMareaneth (Kaw).
125 SCHBY: 1. Jake Ellsworth (Suz); 2. Randy Abbey (Suz).
17-24 COMB: 1. Ed VanBallegooyen (Kaw); 2. Mike Franklin (Kaw); 3. Tom Whaley (Hon); 4. Tod King (Yam); 5. Marty Zimmer (Suz).
125 BEG: 1. Larry Braddell (Kaw); 2. Melvin Hilfiger (Kaw); 3. Robert Kietrick (Hon); 4. Andrew Hickson (Kaw); 5. Luke Miller (Kaw).
OPEN BEG: 1. Joe Santora (Hon); 2. Jason Kaber (Hon); 3. Newton Johncox (Kaw); 4. Karl Saver (Kaw); 5. Chris Rockwell (Hon).
125 NOV: 1. Paul Dykwski (Hus); 2. Bob Neiss (Yam); 3. Dan Miller (Suz); 4. Andy Miller (Kaw); 5. Lou Turcott (Kaw).
OPEN NOV: 1. John Carpenter (Yam); 2. Andy Miller (Suz); 3. John Rockwell (Hon); 4. Tim Oleary (Hon); 5. Jeff Ange (Suz).
125 AM: 1. Ed VanBallegooyen (Kaw); 2. Mike Latone (Hon); 3. Chris VanHyning (Suz); 4. Jake Ellsworth (Suz); 5. John Frey (Kaw).
OPEN AM: 1. Chris VanHyning (Suz); 2. Jeff Fregoe (Kaw); 3. Mike Latone (Hon); 4. Randy Abbey (Suz); 5. Eric DeBadts (Hon).
VINT/WDS: 1. Scott Wolfer (Kaw); 2. Thomas Ovitt (Yam); 3. Doug Arnold; 4. Michael Thresing (on).
+25 AM: 1. Scott Rhinehart (Kaw); 2. Gary Walker (Hon); 3. Glenn Wilbur (Kaw); 4. David Ross (Hon); 5. Mark Williams (Kaw).
+25 EX: 1. Bart Lucas (Yam); 2. Marty Merz (Kaw); 3. Peter Falconi (Hon); 4. Joe Fioco (Hon).
SR B: 1. Ray Rink (Hon); 2. Dave Waters (Suz); 3. Fred Lucas (Kaw).
SR C: 1. Tom Acquilano (Kaw); 2. Mark Grace (Yam); 3. Bob Saedey (Hon); 4. Todd Welch (Kaw); 5. Mark Porretta (Hon).
SR A: 1. Bart Lucas (Yam); 2. Jeff Fregoe (Kaw); 3.Mike Bender (Suz); 4. Scott Rhinehart (Kaw).
125 EX: 1. Joe Ellington (Suz); 2. Mike Franklin (Kaw); 3. Tod King (Yam).
OPEN EX: 1. Marty Merz (Kaw); 2. Greg Meeder (Kaw); 3. Joe Fioco (Hon); 4. Bart Lucas (Yam); 5. Chris Pecora (Suz).

Cantrell/Wikoer win Hollister Marathon Motocross

By J.R. Canaguier

HOLLISTER, CA, AUG. 2
In the first marathon motocross to be held at Hollister, the team of Aaron Cantrell and Jake Wikoer withstood one and a half hours of racing in temperatures over 100 degrees to win the combined 80cc/125cc/Women race.

Although the two riders took advantage of the fact that most riders chose to ride solo as opposed to competing on teams, they were easily the fastest riders on the track, piloting their Yamaha through 41 grueling laps for the win.

The 250cc bikes were next, with five two-man teams and 12 solo riders taking to the track. The team of Pat Gomm and Joey Rodriguez were unbeatable as they put in 50 laps for the overall. Glenn Zitterquist held off the team of Jeff Martinez and Richard Brendos for second, by using a strong pitstop strategy and pure endurance.

The Open class kept the pits busy as eight teams chose to switch riders, which no doubt contributed to the fact that they averaged 40 laps between them. The action came down

to the last lap for the teams of William Artau/Rich Wilson and Greg Kamholz/Gary Jachne, with the former coming out on top.

Results

80: 1. Jess Medley (Hon); 2. Chris Hawk (Hon); 3. John Allan (KTM); 4. Kelly Quinn (Suz).
125: 1. Cantrell/Wikoer (Yam); 2. Roland/Henderson (Suz); 3. Lawrence/Washington (Suz); 4. Brian Paul (Kaw); 5. Ryan McNelly (Suz).
WMN: 1. Emily Carothers (Yam).
250: 1. Rodriquez/Gomm (Hon); 2. Glenn Zitterquist (Hon); 3. Martinez/Brendos (Hon); 4. Michael Fogalin (Kaw); 5. Brad Smith (Hon).
OT: 1. Powell/Canaguier (Kaw); 2. DiVecchio/Fambrini (Hus).
OPEN: 1. Artau/Wilson (Hon); 2. Kamholz/Jache (Kaw); 3. Young/Blackbourn (Kaw); 4. Henderson/Roland (Suz); 5. Helton/Lipe (Kaw).
VET: 1. Gary Rabe (Kaw); 2. Marty Maloney (Hon); 3. DiVecchio/Fambrini (Hus); 4. Sample/McGuire (Kaw).

Zurn wins Atwater Scrambles

By A.J. Sumner

ATWATER, WI, JULY 26

The Beaver Cycle Club hosted its final event of the 1992 season with a traditional Sunday afternoon scrambles event that drew 110 racers, and the weekend's big winner was Eric Zurn, who dominated the 65 and 80cc Junior classes. Zurn was crowned the Beaver Cycle Club High Point Champion for the weekend and for the season.

Bradley Routheaux and J.J. Voight jumped into the lead in the 50cc A final while heat race winner Tyler Smulders gave chase in third. Smulders moved into second on lap two, and briefly led just before the white flag. As they dove into the hairpin turn for the last time, Smulders shot into the lead and held on to win by three bike lengths. Routheaux finished second while Voight held on for third.

Dan Vrana finished second in the 80cc Senior qualifying heat race behind Dan Kaiser, but he holeshot the main event and tried to break away. Jeremy DeRuyter was the only rider able to stay close in second. On lap three, DeRuyter took his first shot at Vrana but came up short. One lap later, Vrana had a huge lead when DeRuyter spun out in turn one. Kevin Rohde inherited second place, but on the last lap current point leader Kye Ybema moved past to take second.

Results

50 A: 1. Tyler Snulders (MM); 2. Bradley Routheaux (Yam); 3. J.J. Voight (Yam); 4. Justin Statz (Itj).
50 B: 1. Matt Anderson (Yam); 2. Matt McGrath (Yam); 3. Derek Dreher (Yam); 4. Travis Champine (Yam).
65: 1. Eric Zurn (Kaw); 2. J.J. Voight (Kaw); 3. Nathan Webber (Kaw); 4. Tyler Soulders (Kaw).
80 JR: 1. Eric Zurn (Kaw); 2. Dan Mischler (Kaw); 3. Christopher Champine (Kaw); 4. Nathan Webber (Kaw).
80 SR: 1. Dan Vrana (Kaw); 2. Kye Ybema (Kaw); 3. Kevin Rohde (Yam); 4. Dan Kaiser (Suz).
125: 1. Greg Steffes (Suz); 2. Dan Hayer (Kaw); 3. J.R. Schnabel (Kaw); 4. Dennis Weber (Yam).
250: 1. Steve Champine (Yam); 2. J.R. Schnabel (Kaw); 3. Steve Janisch (Yam); 4. Dave Cartwright (Suz).
400: 1. John Hundertmark (Suz); 2. Scott Freber (Suz); 3. Jim Kirschbaun (Kaw); 4. Randy Routheaux (Hon).
500: 1. Tim May (Kaw); 2. Steve Forrest (Yam); 3. Brian Zurn (Mai); 4. Dave Cartwright (Suz).
750: 1. Art Mischler (Tri); 2. Ron Schettl (Yam); 3. Scott Hack (Yam); 4. Greg Quick (Tri).
SR: 1. Larry Hischler (Suz); 2. Ron Schettl (Suz); 3. Steve Prisk (Suz); 4. Joe Poklasny (Kaw).

Peterson pounds Olympic Penninsula Hillclimb

By Tom Hines

PORT ANGELES, WA, JULY 18

Steve Peterson claimed three trophies, including first in the 601cc Plus Exhibition class, at the Olympic Penninsula Motorcycle Club's hillclimb event.

The hill was extremely challenging, and several riders were lucky just to make it to the top of the steep 400-foot incline, which featured three vertical jumps.

Stefan Fafnis had the best time of the day, with a 10.56-second run in the 0-600cc Exhibition category.

The Vintage Stock class was topped by local rider Glen Romberg, who was riding a 1958 Harley-Davidson Sportster.

Liz Hines, the only female competitor in her class, won the Mini 50cc class when she took her Yamaha PW50 47 feet up the hill.

Results

MINI 50: 1. Liz Hines (Yam); 2. Tyson Barr (Hon); 3. Scott Woolum (Yam).
80: 1. Neil Crawford (Kaw); 2. Sean Fritz (Hon).
125: 1. Brad Anderson (Suz); 2. Ben Roberds (Suz).
WMN: 1. Kalyn Roberds (Hon).
250 2-STRK: 1. Jeff Reinmuth (Hon); 2. Brad Anderson (Kaw); 3. Jay McHaffie (Hon).
250 4-STRK: 1. Tony Hopkins (Hon); 2. Jeff Newsom (Hon); 3. Tim Hill (Hon).
500 2-STRK: 1. Rod Cook (Hon); 2. Brad Anderson (Hon); 3. Guyle Rude (Kaw); 4. Bill Knapp (Hon).
0-600 MOD: 1. Stefan Fafnis (Hon); 2. Tony Hopkins (Kaw); 3. Guyle Rude (Hon); 4. Steve Peterson (Hon).
601+ MOD: 1. Mike Northrup (Yam); 2. Guyle Rude (Kaw); 3. Steve Peterson (Yam).
0-600 EXHIB: 1. Stefan Fafnis (Hon); 2. Rich Linville (Hon); 3. Rod Cook (Hon); 4. Tony Hopkins (Kaw).
601+ EXHIB: 1. Steve Peterson (Yam); 2. Stefan Fafnis (Hon); 3. Bert Harley (Hon); 4. Guyle Rude (Kaw).
OT: 1. Bert Harvey (Hon); 2. Ken Reinmuth (Hon); 3. Mike Kellen (RM).
OT OPEN: 1. Jack Crawford (Kaw); 2. Glen Romberg (H-D).
VINT STK: 1. Glen Romberg (H-D); 2. Randy Olson (Ind).
VINT CHAIN: 1. Joe Estep (Tri); 2. Randy Olson (Ind).

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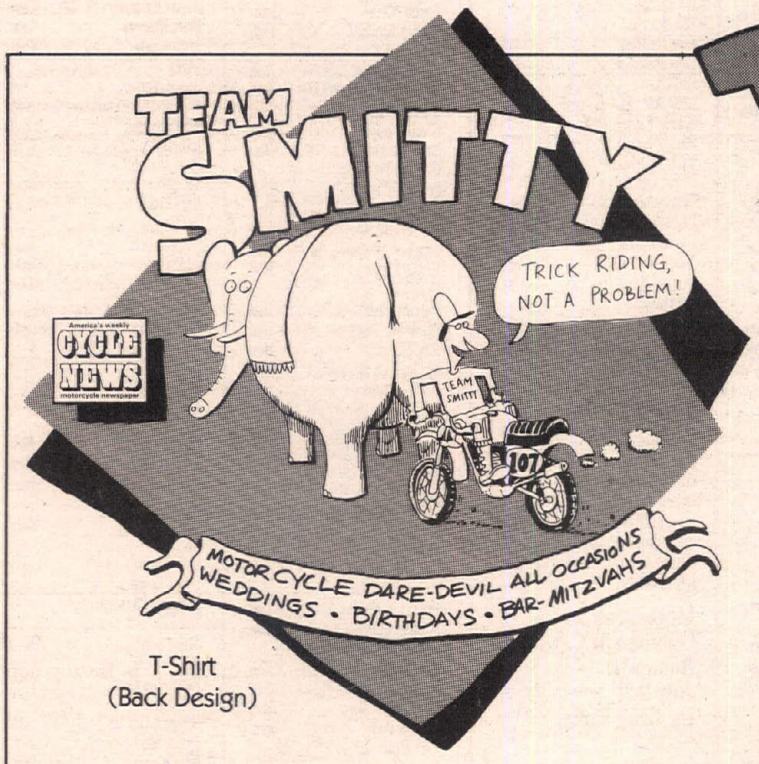
SUPERCROSS CHAMPIONSHIP
Saturday, August 22nd
Practice 1:00 p.m.
Qualifiers 3:00 p.m.
Race 7:00 p.m.
2 Moto Format

MOTOCROSS CHAMPIONSHIP
Sunday, August 23rd
Practice 9:00 a.m.
Qualifiers 10:00 a.m.
Race 11:00 a.m.
2 Moto Format

Info:
(706) 397-2937 Mike
(706) 278-1620 Greg
(706) 278-2056 Mike
Directions:
Adjacent to I-75 in Tunnel Hill, Georgia. Exit #138
Off Interstate I-75. Follow Signs.



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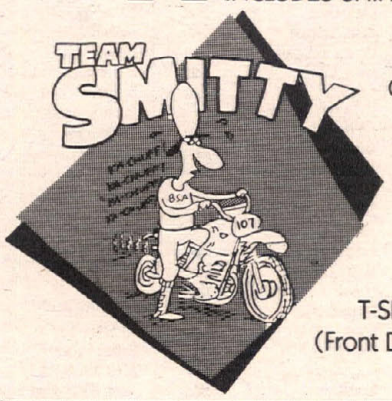

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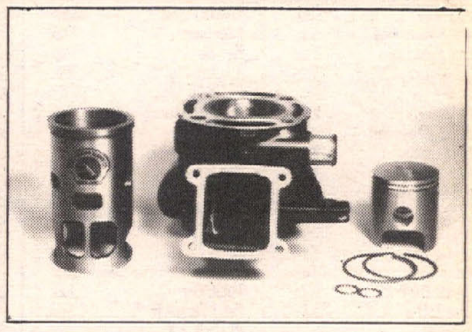
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RESULTS

Motocross
Actiontown MX
Dillwyn, VA
July 26
By Caryl Pigg

125 A
Jamie Frazier Suz
Tres Bruce Kaw
Steve Gaumer Hon
Bob Fauteux Kaw
Kevin Mustain Yam
OPEN A
Terry Kennedy Hon
Brian Batterson Yam
Brian Long Hon
Mike Curry Yam
250 A
Chris Taylor Yam
Tres Bruce Kaw
John Morfit Kaw
Kevin Mustain Yam
Terry Kennedy Hon
VET
Alan Kocotas Hon
Sonny Mitchell Hon
A.C. Bruce Kaw
Gary Morris Yam
Paul West Hon
50
Isha Wood Yam
A.J. Holmes Yam
Dean Day Yam
Will Driscoll Suz
60
Josh Wood Kaw
Terry King Kaw
Isha Wood Yam
Stephen Grimes Kaw
Wesley Alexander Kaw
80 7-11
Josh Wood Kaw
Todd Holt Hon
80 12-13
Ashley Bruce Suz
Jason Greer Hon
Chris Anstead Kaw
Chad Holt Suz
Mike Ford Kaw
80 14-15
Ian Fortune Suz
Richard Pitschender Hon
Will Gomer Kaw
Barry Richards Kaw
Marcus Robertson Hon
+25 A
Sonny Mitchell Hon
Gary Morris Yam
Bob Livengood Yam
Pete Shinault Suz
+25 B
D.D. Colley Suz
John Ramsey Yam
Bobby Mason Kaw
Harvey Holcombe Kaw
Bill Smith Kaw
SR
A.C. Bruce Kaw
Warren Glass Yam
Ken Jordan Hon
125 C
Herbert Newman Yam
Jake Stanley Kaw
Tony Welch Kaw
Chris Anstead Yam
Charles Burks Suz
250 C
John Polakowski Hon
James Schaubach Hon
Mark VanHuss Suz
David Bibb Kaw
Donald Hodge Hon
250 B
Robert Wagner Yam
Jay Krueger Yam
125 B
Shawn Schultz Kaw
Jeff Cooper Kaw
Chris Morgan Hon
Randy Jordan Hon
Tony Rice Kaw

Motocross
Sprout Patch Comp.
Billings, MO
July 25
By Gale Boswell

50
Johathan Tomlin
Justin Sizemore Hon
Mandi Williams Yam
80 BEG
Jason Sizemore Hon
Brian Miller Suz
Vernon Richmond Kaw
Adam Bieschke Yam
Eli Bieschke Yam
80 SR
Josh Beckett Kaw
Nathan Hammond Suz
Travis Young Kaw
Chad Matthews Kaw
Cory Burleson Kaw
125 BEG
Kam Blair Hon
Travis Young Kaw
Brent Rogers Hon
William Popejoy Kaw
Derek Zacha Kaw
125 NOV
Shane Macon Hon
Brian Henegar Hon
Dustin Taylor Kaw
Troy Post Hon
John Harris Yam
250 BEG
Derrick Porter Yam
John Vasquez Kaw
Brian Albertson Yam
Mike Brooks Hon
Allen Boyd Yam
250 NOV
Darin Stark Kaw
Paul Bales Yam
Dan Sandridge Yam
Loren Taylor Hon
Chris Vaught Hon
COMB OPEN
Donnie Fox Hon
Keith Friebe Kaw
Steve Spreutels Hon
Eugene Spreutels Kaw
Shawn Goans Hon
OVER 30 A
Ron Turner Hon
R.D. Peterson Kaw
OVER 30 B
Jimmy Savage Yam
Rex Evans Kaw
Lynn Smith Yam
David Wallace Hon
Ron Shreve Kaw

Supercross
Lembo Lake Pk
Modena, NY
July 25
By Ray Malley

50 P/W
Matt Shogren Yam
Brian Humphrey Yam
Eric Jennings Yam
Ron Vincent Jr. Yam
Dyland Obanks Yam
80 JR MINI
Ryan Heady kaw
Greg Goldfuss Hon
Jason Cservak Hon
Charles Paternastro Kaw
William Sattler Kaw
80 SR MINI
Dave Unhoeker Hon
Mike Unhoeker Hon
Jason Troccoli Kaw
Tony Pedone Kaw
Scott Humphrey Hon
125 NOV
Norberto Balbveno Hon
Hector Valdez Hon
Paul Ciccarello Hon
Chris Felesca Yam
Mark Calderone Hon
125 AM
Larry Lashway Kaw
Austin Squires Suz
Gerry Lashway Kaw
Walt Marshall Jr. Suz
Chris Coy Hon
125 EX
Carlo Coen Suz
Keith Troccoli Kaw
Dennis Tompkins Yam
James Coy Hon
125 EX
Carlo Coen Suz
Keith Troccoli Kaw
Dennis Tompkins Yam
James Coy Suz
Eric Koch Hon
250 AM
Larry Lashway Kaw
Steve Katsanera Yam
Tom Hartigan Yam
Stephan Lueck Kaw
Eddie Hololob Suz
250 EX
Keith Troccoli Kaw
Matt Delorenzo Kaw
Dennis Tompkins Yam
Doug Pitts Kaw
Robert Jurzak Kaw
250/OPEN NOV
Justin Barnes Kaw
Eric Richards Hon
John Hillenbrandt Suz
James Hillenbrandt Suz
Mike Stratton Yam
OPEN AM
Donald Wanat Hon
Gregory Hines Kaw
Don Torelli Kaw
Allan Smith Kaw
Charles Ashby Jr. Hon
OPEN EX
Matt Delorenzo Kaw
Bruce Winter Hon
PLUS 25 EX
Carlo Coen Suz
Robert Jurzak Kaw
John Coen Hon
Ken Blackwell Hon
Stephan Murphy Hon
PLUS 25 AM
Adrian Ciomo Suz
Karl Ellefsen Kaw
Davis Zudowski Suz
Ron Frisbie Hon
Chris Telesca Yam
GP PRO
Carlo Coen Suz
Keith Troccoli Kaw
Eric Koch Hon
Jamie Coy Suz
Peter Ferone Jr. Suz
PLUS 30 EX
Ken Mecking Suz
John Coen Hon
Phillip Klemen Kaw
Stephen Coy Hon
Rick Fatigate Hon

Motocross
Owyhee M.C. Rcwy
Boise, ID
July 25
By Greg Fuller

P/W 50
Marcus Jenkins Hon
Wayde Barnes II Hon
MICRO 60
Cole Siebler Kaw
Nick Mouritsen Kaw
80 BEG
Charlie Girdner Kaw
Levi Blake Hon
Steven Arndt Kaw
80 JR
Butch Kinstron Kaw
Ryan Shimel Yam
80 INT
Danny Smith Suz
Kris Rourke Kaw
125 BEG
Jason Magill Yam
Adam Chitwood Hon
Kris Waldemer Suz
125 JR
Bobby Sisk Hon
Andy Wilch Hon
Doug Titus Suz
125 INT
Robb Floth Hon
Chris Kelley Suz
Damon Dennett Kaw
125 EX
Mike Harris Hon
Jason Rich Kaw
250 BEG
Rob Parker Hon
Damon Kerr Hon
Connell Lloyd Yam
250 JR
David Hoppins Suz
Duane Allen Yam
250 INT
Rob Johnson Yam
Jay Skinner Hon
250 EX
Larry Jackson Suz
Todd Peugh Kaw
OPEN BEG
Kenneth Hendry Hon
OPEN INT
Bryan Larrea Hon
Bret Bell Kaw
VET AM
Darren Ruzicka Yam
VET EX
Herb Nachtigall Suz
OVER 25 EX
Warren Hickman Yam
Ron Wehr Kaw

Motocross
MRA
Log Road MX
Coldwater, MI
July 26
By Marilyn Post

50
Andy Elmore Yam
Brandon Gates Yam
C.J. Adkins Yam
85 BEG
Jason Siljander Kaw
J.R. Jeffries Yam
T.J. Hunt Suz
85 NOV
Scott Welden Kaw
Christopher Lowell Suz
Jeremy Brown Kaw
Matt Searles Hon
Chris Ockert Kaw
85 EX
Ryan Valade Suz
Nicholas Wey Kaw
Randy Valade Suz
Brett Smith Hon
Jason Beckington Suz
125 JR 12-15
John Kidd Jr. Suz
Ryan Haines Hon
Jason Beckington Suz
125 BEG
Casey Bartlett Suz
Tim Mahele Kaw
Brian Holmgren Hon
Luke Handyside Hon
Paul Preston Hon
125 NOV
Brian Jordan Hon
Doug Finley Suz
Jeff Haag Suz
Aaron Kimmerer Hon
Rob Goupill Kaw
125 INT
Jason Ernsberger Hon
Douglas Zimmerman Kaw
125 EX
Aaron Smith Yam
Jeff Beckle Hon
250/OPEN BEG
Joe Reed Hon
Randy Gates Hon
Robert Lewis Kaw
Matthew Bernath Yam
Terry Boone Yam
250/OPEN NOV
Kit Scott Yam
John Lucas Kaw
David Frazee Suz
Greg Hunt Hon
Tony Crespo Kaw
250/OPEN INT
Rodney Stout Hon
16-24 OPEN
Michael Trumbower Hon
Kevin Radzinski Hon
VET 25+
Jeff Beerbower Hon
Lonnie Hammond Yam
Alan Swanson Kaw
VET 30+
Barry Mayo Kaw
Wayne Case Hon
Jeff Beerbower Hon
Brian Evans Yam
Bob Bolenbaugh Hon
VET 35+
Bob Bolenbaugh Hon
Barry Mayo Kaw
Kenneth Ball Hon
SR 40+
Doug Langdon Mai

Half Mile
VDTRA
Oklahoma City, OK
July 26

P/W
Robby Shinn
Michael Horn
Danny Eslick
Damon Witten
Justin Parehman
80
Jason Tyer
Nicolas Godfrey
A.J. Eslick
B.J. Brishears
Brandon Cartwright
250 AM
Carl Harry
Jerry Robinson
Gary Riehtmeyer
Chris Reid
OPEN AM
Jason Tyer
OVER 50
Bill Burr
Dan Deubler
Dan Moloney
Bill Colvin
PRO AM
Kirtis Taylor
Randy King
Kirk Jenneman
Darin Combs
Denny Sowders
JR
Clayton Hull
Victor McAnally
Donald Paul
Joe Duvall
Mark Young
EX
Scott Scherb
Brian Anderson
600 VINT
Mark Robinson
Fred Beall
Ray Haines
OPEN VINT
Robert Conway
John Fike
Mike Blythe
Gerald Jessup
John Jackson

Motocross
Owyhee M.C. Rcwy
Boise, ID
July 26
By Greg Fuller

P/W 50
Chris Spencer Itj
MICRO 60
Cole Siebler Kaw
Sean Shimel Kaw
80 BEG
Matt Clark Hon
Charlie Girdner Kaw
Steven Arndt Kaw
Joe Baley Kaw
80 JR
Shaun Stewart Suz
Jimmy AlGeric Kaw
80 INT
Cody Colton Suz
Kris Rourke Kaw
125 BEG
Jason Magill Yam
Matt Oxnam Yam
Kris Waldemer Suz
Adam Chitwood Hon
125 JR
Andy Wilch Hon
Bobby Sisk Hon
Lance Chapman Hon
125 INT
Robb Floth Hon
Damon Dennett Kaw
Chris Crowell Hon
125 EX
Larry Jackson Suz
Mike Harris Hon
250 BEG
Tim Sawin Yam
Rob Powers Yam
Rob Parker Hon
250 JR
Mike Sawin Hon
Bruce Harris Hon
250 INT
Jay Skinner Hon
Duane Allen Yam
250 EX
Todd Peugh Kaw
OPEN INT
Scott Renbarger Suz
Brett Bell Kaw
VET EX
Warren Hickman Yam
OVER 25 EX
Herb Nachtigall Suz

Road Race
Roebling Road Rcwy
Faulkville, GA
July 19

B PROD NOV
Patrick Ludwig Hon
Donnie Peake Hon
Jamie Miller Yam
R. Stuart Vernon Hon
Stephen Wiegand Yam
C PROD NOV
Brian Gibbs Hon
Patrick Ludwig Hon
Stephen Wiegand Yam
R. Start Vernon Hon
Grant Lopez Hon
C S/STK EX
Kurt Hall Suz
Billy Eisenacher Hon
Gene Church Hon
Max Autry Hon
Russell Moffitt Hon
D PROD NOV
John Thomas Yam
Paul Palombo Yam
Keith Bryan Yam
Barry Campbell Yam
Carl Morrell Yam
D S/BK EX
Bobby Bossardet Yam
John McDowell Yam
Greg Grimes Yam
Morris Fear Yam
D S/BK NOV
Barry Campbell Yam
Paul Calombo Yam
Stephen Wiegand Yam
Aaron Yates Yam
Walter Stovall Yam
C S/BK EX
Kevin Rentzell Hon
Max Autry Hon
Russell Moffitt Hon
Glenn Cooper Hon
Paul Wright Hon
C S/BK NOV
Brian Gibbs Hon
Giovanni Rojas Hon
Donald Brown Jr. Hon
Stephen Wiegand Yam
Grant Lopez Hon
U/L TW
Patrick Chandler Suz
Mark McGrady Hon
Ray Hixon Hon
Michael Duncan Jr. Suz
Jason Sandard Hon
F-1 NOV
Brian Gibbs Hon
David Garner Kaw
James Payne Suz
Scott Thorpe Suz
Giovanni Rojag Hon
F-1 EX
Jamie Bowman Yam
David McGrath Suz
Kevin Rentzell Hon
Robert Zerbisias Yam
Russell Moffitt Hon
F-CLBMN EX
Ray Hixon Hon
Patrick Chandler Suz
W. Allen Willis Hon
Morris Foor Yam
F-CLBMN NOV
Robert Brown Hon
Jason Sanders Hon
Michael Duncan Jr. Suz
Daniel Powell Yam
William Lamsden Hon
B S/STK EX
Kurt Hall Suz
Jamie Bowman Suz
Ken Pruitt Yam
Gene Church Hon
Max Autry Hon
F-2 EX
Jamie Bowman Yam
Robert Zerbisimo Yam
John McDowell Yam
Bobby Bossardet Yam
Greg Grimes Yam
F-2 NOv
John Thomas Yam
Walter Stovall Yam
Aaron Yates Yam
Barry Campbell Yam
Kevin Moore Yam
A PROD NOV
Patrick Ludwig Hon
R. Stuart Vernon Hon
Russell Masecar Hon
Randy Edwards Suz
Steve Reker Hon
A S/STK EX
Kurt Hall Suz
Danny Roberts Hon
Billy Eisenacher Hon
Jamie Bowman Hon
David McGrath Suz
B S/BK NOV
Walter Craig Jr. Suz
Brian Gibbs Hon
David Garner Kaw
Giovanni Rojas Hon
Scott Tharpe Suz
B S/BK EX
Kevin Rentzell Hon
Phillip Schroder Suz
Paul Wright Hon
VINT 2
John Wybenga BSA
Rixon Breckon Tri
VINT 4
Michael Eiland Yam
Brad Morrison Suz
Paul Garland Yam
Daniel Powell Yam
Stan Keyes Nor
VINT 5
Robert Newby Yam
Michael Estepp Hon
Rixon Breckon Tri
Charles Campbell M-G
Todd Thelin Yam
VINT 3
Aaron Stevenson Kaw
Michael Eiland Yam
Daniel Powell Yam
Stan Keyes Nor
Brad Morrison Suz

Short Track
Electric City Riders
Schenectady, NY
July 26
By Larry Dagostino

50 MINI
Jason DiSalvo MM
Mike Williams Yam
Mary Newell Yam
Adam Laviolette Yam
Lowell Carson Yam
60 MINI
Jeremy Thompson Yam
Cam Rafferty Kaw
Adam Laviolette Kaw
Thomas Keeley Yam
Jason DiSalvo Kaw
80 MINI
Jeremy Thompson Suz
Harley Hadaway Kaw
Aaron Creamer Yam
Matt Murray Kaw
Matt Keeley Yam
VINT
Steve Ritzko Tri
William Anderson MM
Rick Kruger Bul
Jeff Kvinlaug Yam
Fred Walsh Yam
SR B
Earl Yearick H-D
Joe Gould Hon
Tom Robert Hon
Jeff West Yam
John Healy Kaw
750
Stephen Ritzko Tri
Earl Yearick H-D
James Miller H-D
Jody Yeanck H-D
Ralph Pinto Tri
125 AM
Andrew Miller Hon
Fred Proctor Hon
James Conklin Hon
Garth Bastian Yam
Matt Keeley Yam
SR A
Bill Newell Tri
Steve Longo Rtx
Norman Laviolette H-D
250 EX
Steve Longo Hon
Bill Newell Yam
Justin Coolbeth Yam
OPEN AM
Morgan Coolbeth Rtx
Joe DeMento Hon
Don McGivr Hon
Joe Gould Hon
James Miller
OPEN EX
Steve Longo Rtx
Norm Laviolette H-D
Bill Newell Tri
Justin Coolbeth Rtx
KNOBBY
Dan Linen Hon
Mano Parpino Kaw
Kevin Dufresne Yam
Jason Le Blanc Yam
Steven Niosi Yam

Motocross
Thunder Ridge MX
So. Edmenton, NY
July 12
By Tim Seller

125 AM
John Blake Kaw
Chris Duda Suz
Chris Welk Suz
Dave Wincott KTM
Anthony Pavia Suz
OPEN EX
Doug Flemming Kaw
Mike Doughterey KTM
John Young Kaw
Dave Sherwood Kaw
Larry Loudis Hon
VINT
Kevin Amo Kaw
Dave Cox Yam
Steve Haines Kaw
OPEN AM
Doni Wanat Hon
Shawn Graham Hon
Jeff Crozier Hon
COLBY EX
Robbie Brown Kaw
Larry Maxwell Kaw
50
Justin Murray MM
B.J. Smith Yam
Cole Vergalin
Ted Baker Yam
Ron Vincent Yam
200 NOV
Chris Swenson Yam
Todd Bouren Suz
Bruce Brump Hon
Dave Clark Kaw
Mark Cianfrocco Suz
PLUS 25 EX
Doug Flemming Kaw
Dennis Baldwin Kaw
Terry Kuhn Yam
ToddKishpaugh Kaw
Guy Gallucci Hon
PLUS 25 AM
Ted Baker Kaw
Ben Radtke Suz
Dave Barber Kaw
Doug Jenks Kaw
Bob Lorini Yam
250 EX
Bruce Stratton Yam
Rob Nessel Kaw
Tom Cole Kaw
John Young Kaw
Eric Reilly Suz
SR NOV
Don Morgan Yam
Chris Halstead Hon
Chris Swenson Yam
OPEN NOV
Bob DeVoe Kaw
Bob LaPointe Suz
Jeremy Robinson Kaw
Jim McNamara Suz
Dave Rattburn Hon
COLBY AM
John Blake Kaw
Chris Wilk Suz
Tom Violette Kaw
Anthony Pavia Suz
Chris Swenson Yam
SR MINI
Mike Bissell Suz
Robert Gregg Hon
Jeff McMahn Kaw
Jeremy Bellinger Hon
Jeff Swenson Kaw
JR MINI
Mike Doughtery Kaw
Lonny Thurston Kaw
Justin Murray Kaw
Dan Carey Kaw
Jeremy Suits Suz
SR MINI NOV
Mike Ching Kaw
Marty Nayda Suz
Zach DeSormeau Suz
Leslie Weiss Suz
Charlie Zenger Suz
250 AM
Mike Brady Kaw
Tom Violette Kaw
Miek Finnerty Suz
Ben Redtke Suz
Ted Baker Kaw
125 EX
Rob Nessel Kaw
Terry Kuhn Yam
Mike Callahan Kaw
Tom Cole Kaw
Eric Reilly Suz
SR EX
Mike Murray Hon
Todd Kishpaugh Kaw
S/SR
Richad Bradley Hon
Leon Whaley KTM
John Grady Yam
T. Seller Kaw

Motocross
White Oak MX
Fredericksburg, VA
Aug. 2
By Caryl Pigg

250 C
Mark Russell Hon
Justin Osborne Kaw
Michael Stewart Hon
Donny Gramling Kaw
Robert Gallahan Hon
25+ A
Todd Stith Hon
Scott Bland Suz
Alan Kocotas Hon
Michael Craker Hon
Joe Marini Hon
25+ B
Mort Smith Hon
William Bowers Hon
Terry Artz Hon
Kenneth Warren Hon
Craig Robinson Hon
50
Stephen Grimes Yam
Bart Cron Yam
60
Stephen Grimes Kaw
Joshua Kennedy Kaw
Ray McClarren Jr. Kaw
80 12-13
Mike Ford Kaw
Mike Duke Suz
80 14-15
Richad Pitschender Hon
Woodward Boyd Suz
Sang Ko Kaw
125 A
Ricky Whetzel Hon
Todd Stith Hon
Steve Gaumer Hon
Chris Gavlak Kaw
Bob Livengood Yam
OPEN A
Doug Poe Kaw
Joe Marini Hon
Terry Kennedy Hon
Todd Harper Kaw
Jon Boser Hon
OPEN B
James Churn Hon
James Travis Hon
Mike Kennedy Hon
125 B
Shawn Schultz Kaw
Ian Fortune Hon
Matt Wells Hon
Mike Fink Kaw
Simon Green Suz
VET A
Alan Kocatas Kaw
Carl Lewis Jr. Kaw
Mort Smith Hon
Jay Kesner Kaw
Chris Farmer Yam
VET B
Chucky Hicks Hon
Shawn McDaniel Kaw
Michael Kennedy Hon
Bobby Mason Kaw
Rocky Holcombe Kaw
250 A
Ricky Whetzel Hon
John Morfit Kaw
Terry Kennedy Hon
Adron Hatcher Kaw
Shawn Bowers Hon
250 B
Thomas Crayton Hon
Chucky Hicks Hon
Ian Fortune
Jeff Beavers Hon
Craig Robinson Hon
40+
Tommy Shelton Yam
Dean Owens Hon
125 C
Robert McGee Suz
Lawrence Campbell Hon
Jake Stanley Kaw
Jeff Smith Yam
Darrin Puffenburger Kaw

Short Track
Square Deal Riders
Harpursville, NY
Aug. 1
By Dave Rafferty

50
Mike Williams Yam
Mary Newell Yam
Tom Newell Yam
Cody Wenger Itj
Billy Warford Suz
60
Cam Rafferty Kaw
Franky Keeley Yam
Kegan McGurk Hon
Mary Newell Kaw
80
Mike McKee Kaw
Aaron Creamer Yam
Tom Skethway Hon
Matthew Murray Kaw
Matthew Keeley Yam
125 AM
Mike McKee Kaw
James Conklin Hon
Garth Bastian Yam
Matthew Keeley Yam
James McGivern Yam
250 AM
Morgan Coolbeth Hon
Don McGirr Hon
Garth Bastion Hon
Joe Demento Yam
Stan Nittiskie Hon
OPEN AM
Morgan Coolbeth Rtx
Don McGirr Hon
Patrick Maroney KTM
James Miller H-D
Joe Gould Hon
750
Earl Yearick Jr. H-D
James Miller H-D
William Allan Yam
Jody Yearick H-D
SR A
Robert Weiss Rtx
Patrick Maroney KTM
Mark Miller Hon
Norm Laviolette H-D
SR B
Joe Gould Hon
Thomas Robert Hon
James Miller H-D
Scott Snyder Hon
Earl Yearick Jr. H-D
S/SR
Tom Blachek H-D
Tom Roberts Hon
Bob Oakley Hon
Charles McGurk Rtx
250 EX
Roger Durkee Hon
Will Adams Hon
Paul Lynch Hon
Jody Phelps Hon
Justin Coolbeth Yam
SPTSMN
Todd Hunter W-R
Justin Coolbeth Rtx
Keith Chandler Rtx
Norm Laviolette H-D
Jody Phelps Hon

RESULTS

OPEN EX
Jason Fletcher Rtx
Georgie Price H-D
Roger Durkee Rtx
David Lloyd W-R
Will Adams KTM
HACKS
Ray Trainor/ Stan Garvilla H-D
Albert Cooper/ Ronald Banks Yam
Brad Flint/ Tom Steen Kaw

Motocross
Burleson MX Park
Burleson, TX
July 26
By Kat Spann

50
Chase Reed Yam
L.G. Tretter Ym
Christy Czajkowski Yam
Jacob Czajkowski Yam
60
Jacob Jones Kaw
Joshua Bridges Kaw
Scotty Trimble Kaw
Chase Reed Kaw
Michael Pray Kaw
80 BEG
Jesus Marques Kaw
Chad Trawick Suz
Camilo Marquez Kaw
Joe Everhardt Yam
Michael Pray Kaw
80 NOV
Chris Torrance Suz
Shawn Smith Hon
Jason Cook Kaw
Jacob Jones Kaw
Donald Carter Suz
80 OPEN
Chris Torrance Suz
Jesus Marquez Kaw
Jason Cook Kaw
Robert Gordan Kaw
Robert Abbott II Kaw
125 BEG
Jason Tucker Hon
Corey Grimes Kaw
Chuck Wayne Kaw
Brad Gingrey Kaw
John England Kaw
125 NOV
Dennis Bonner Hon
Cody Wilks Suz
Michael Bartlett Hon
Scott Nelson Kaw
Karl Gauldock Kaw
125 OPEN
Matt Goleman Suz
Billy Akers Kaw
Bob Abbotty Hon
Karl Gauldock Kaw
Michael Bartlett Hon
125 EX
Jeff Talley Kaw
250 OPEN/BEG
Shadd Bowers Kaw
Dwayne Donahoe Hon
Todd Jullich Hon
Thomas Cope Kaw
Clayton Thomas Kaw
250 NOV
Jeff Case Hon
Cody Wilks Kaw
Joe Walker Yam
Craig Cordes Kaw
Glen Walker Yam
250 EX
Jason Edwards Kaw
Roy Schellenberger Kaw
Dean Lane KTM
0/25 NOV
Chris Scoggins Hon
Jeff Case Hon
Joe Rodriguez Kaw
Dwayne Donahoe Hon
Bill Tichenor Kaw
0/30 NOV
Scott Martin Hon
Kirby Holtzclaw Yam
Jim Everheart Yam
0/25 EX
Dean Lane KTM
Keith Hains Yam
0/30 EX
Billy Smith Hon
0/30 INT
Dan O'Taylor Hon
Craig Cordes Kaw
Jeff Haney Hon
James Trawick Suz
Russ Wood Hon
0/40
John Talbot Hus
Sonny Truitt Yam
Dave Allard Yam
Kirby Holtzclaw Yam
Don Cannon Hon
OPEN 500
Chris Scoggins Hon
Jason Williams Kaw

Motocross
Walden Playboys MX
Wallkill, NY
July 26
By Tim Russell

50 P/W
Chris Russell Yam
Brian Humphreey Yam
Thomas Stimson Yam
Ryan Mills Yam
Tyler Jennings Yam
80 JR MINI
James Valentine Kaw
Jonathan Barber Kaw
Shawn Russo Kaw
Anthony Cappola Kaw
Jason Cservak Hon
80 SR MINI
David Umhoffer Hon
Ron Dawson Kaw
Mike Dardziwski Hon
Matt Jubic Kaw
Michael Sickevius Hon
125 AM
Gerry Lashway Kaw
Larry Lashway Kaw
Dave Wincott Suz
Walter Marshall Suz
Nick Vanpraag Kaw
125 SCHBY
Gerry Lashway Kaw
Richard Rogers Suz
Peter Sperano Kaw
Jason Morley Yam
John Barone Yam
125 EX
Keith Troccoli Kaw
Edwin Lyons Kaw
Eric Koch Hon
John Burfeind Suz
Dennis Tompkins Yam
250 AM
Steve Katsavera Yam
Larry Lashway Kaw
Mike Stevens Kaw
Nike Vanpraag Kaw
Eddie Hololah Suz
250 EX
John Burfeind Suz
Erid Reilly Suz
Eric Koch Hon
Keith Troccoli Kaw
Dennis Tompkins Yam
+25 EX
Carlo Coen Suz
Bruce Winter Hon
Ken Blackwell Hon
Ken Mecking Suz
Ken Kelleter Suz
+30 AM
Tom Stinson Hon
Chuck Lake Hon
Mike Hoensch Hon
Mario Hilario Suz
Dwayne Ligoari Hon
+30 EX
John Coen Hon
Keith Mann Yam
Ralph WScannapieco Yam
Ken Mecking Suz
Charlie Augusta Suz
+40 AM
Gary Dipietro KTM
Jim Boyd Kaw
John Grady Hon
OPEN AM
Pat Nolan Hon
Tom Hartigan Yam
Ken Nohai Kaw
Allen Smith Kaw
William Szipocs Hon
OPEN EX
Bruce Winter Hon
Ken Blackwell Hon
Matt Delorenzo Hon
Kevin Wadsworth Kaw
Tom Bruno Kaw

Motocross
I-40 MX
Lenoir City, TN
Aug. 1
By Jennifer Vinson

50 STK
Steve Stone Suz
John Oglesby Yam
50 MOD
Adam Wilson Yam
Michael Ridge Yam
60
Robert Shannon Kaw
William Shannon Kaw
Mark Bergen Kaw
Josh Collins Kaw
80 JR MINI
Mark Bergen Kaw
Josh Collins Kaw
Junior Green Kaw
80 SR MIN
Byron Robinette Kaw
Travis Reagan Kaw
Brandon Noble Kaw
SCHBY
Barry Denton Hon
125 D
Keith Gregory Yam
Doug Allen Yam
Bill Coburn Kaw
Eugene Conatser Kaw
Kevin McCulley Yam
125 C
Neal Wilson Kaw
Ken Campbell Hon
Barry Denton Hon
Shan Wright Hon
Joey Whitehead Hon
125 B
Chris Guinn Kaw
250 D
Keith Gregory Kaw
Charles Barnette Suz
Joel Tatum Yam
Scott Brewer Kaw
Glen McCoy Kaw
250 C
John Boring Yam
Dusty Walker Suz
Clay Carmichael Yam
250 B
Jamie Harrison Kaw
Jeff Byrd Suz
Gordon Wallis Kaw
Jon Tyus Yam
250 A
Larry Bolden Suz
OPEN
Paul Trenthom Hon
ENDR
Randy Farris KTM
Jeremy Hannah Kaw
Randy Miller KTM
U/L AM
Chris Guinn Kaw
Neal Wilson Kaw
25 YRS PLUS
David Farris KTM
Jeff Byrd Suz
Ken Campbell Hon
Scott Brewer Kaw
30 YRS PLUS
David Farris KTM
Albert Green Yam
210 LBS PLUS
Bert Carpenter Kaw
John Boring Yam
NON-CURR
Mark Jackson KTM
Jeff Freeland Kaw
Jamie Wheeler Hon
Greg Underwood Hon

Motocross
Sacramento Rcwy
Sacramento, CA
Aug. 4

P/W
Matthew Bainard Yam
Anthony Guerra Yam
Anthony Valdez Yam
Jeremy Shoemaker Hon
60 0-8
Dave Mavery Jr. Kaw
60 9-11
J.J. Cumming Kaw
Ryan Wallace Hon
Bryan Shulz Kaw
Lonny Finch Kaw
Nate Williams Kaw
80 BEG
Jeremie Graham Kaw
J.J. Cummings Suz
Bryan Shulz Kaw
Neil Wright Kaw
Dave Mowery Jr. Kaw
80 JR
Jason Hasick Suz
Michael Patterson Hon
125 BEG D-1
Waylon Hall Hon
Brad Wallace Hon
Scott Haywood Suz
Dennis Stevens Kaw
Thomas Tiefel Kaw
125 BEG D-2
Waylon Hall Hon
Dennis Stevens Kaw
Paul Barber Hon
Cliff Cook Yam
Russ Oroszi Suz
125 JR
Lou Russell Suz
Troy Hemerine Kaw
Ben Shank Suz
Eddie McClintock Suz
250 BEG
Chris Hendricks Hon
Tommie Fields Suz
Mark Henry Suz
Scott Edwards Hon
Mark Smith Suz
250 JR
David Adair Hon
Ben Gledhill Hon
Kevin Roach Hon
VET JR
Randy Kerslake Hon
Jeff Rapetti Kaw
Jim Breneisen Suz
Rob Wehrle Kaw
Isaac Cordova Yam
500 BEG
Ron Hayes Kaw
PRO
John Stark Suz
Randy Chapman Suz

Motocross
Lembo Lake Park
Modena, NY
Aug. 1
By Ray Malley

P/W 50
Dylan Obanks Yam
Eric Jennings Yam
Ryan Mills Yam
Tyer Jennings Yam
Jon Lake Hon
JR MINI 60
Jason Cservak Hon
Will Satther Kaw
Craig Ellefsen Kaw
Joshua Lazio Yam
Sean Thomas Kaw
SR MINI 80
Scot Miller Hon
Jason Troccoli Kaw
Ron Dawson Kaw
125 NOV
Randy Brewster Hon
Vincent Tozzo Kaw
William Grippo Hon
Mark Calderone Hon
Henry Rojas Kaw
125 AM
Justin Barnes Kaw
Chris Coy Hon
Anthony Cipolla Yam
Jason Morley Yam
Jerry Morley Suz
125 EX
Scott Sheak Kaw
Keith Troccoli Kaw
James Coy Suz
Eric Koch Hon
John Burfield Suz
250/OPEN NOV
John Hillenbrant Suz
Mike Chamberlin Kaw
Pedio Santana Kaw
Joe Lanalois Hon
Eric Richards Hon
250 AM
Sweed Boklint Kaw
John Feminella Yam
Dan Odell Hon
Justin Barnes Kaw
Ken McCarthy Kaw
250 EX
Scott Sheak Kaw
Eric Koch Hon
John Burfeind Suz
Keith Troccolii Kaw
Eric Burfeind Suz
OPEN AM
Dan Torelli Kaw
Allan Smith Kaw
Nick Dini Yam
John Osterberg Kaw
OPEN EX
WalterBeneway Hon
Greg Hines Kaw
Jeff Miller Hon
+25 AM
Carlos Vasquez Hon
Adrian Ciomo Suz
J. Randy Lutheran Hon
Karl Ellefsen Kaw
John Psterberg Kaw
VET EX
Walter Beneway Hon
Stephen Coy Hon
Frank Pokorny Hon
EX GP
Scott Sheak Kaw
Carlo Coen Suz
Eric Koch Hon
Keith Troccoli Kaw
John Burfeind Suz
AM GP
Chris Coy Hon
Justin Barnes Kaw
Anthony Cipola Yam
Allan Smith Kaw
Jerry Murphy Suz

AMA SANCTIONED

I-40 Motocross

AMA SANCTIONED

presents the 1st annual

HOT SUMMER NIGHTS

i100 WOKI • FM — AMA Motocross Championship — Z93 WWZZ-FM

Saturday Night August 22

$2,000 Pro Purse
8 places paid per moto in each class
125cc - 250/open

1st	$175	5th	$40
2nd	$100	6th	$30
3rd	$75	7th	$20
4th	$50	8th	$10

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Gates open ..... 3:00 pm
Practice ..... 5:30 pm
Racing at ..... 7:00 pm *sharp*

Super nice 4ft. Amateur Trophies awarded thru 8th place in all classes
23 Amateur Classes
A Class For Everyone

Over $3,000 in contingencies awarded to Hot Summer Night Series Winners from . . .
Bridgestone, Pro-Action Suspension, Scott USA & Gear Racewear!
I-40 Motocross is going to send two lucky Motocross fans to the Atlanta Supercross in 1993!
Prize includes: Full Pit Passes
Hotel Accomodations
Dinner for Two
Drawing at intermission Saturday night, August 22.
Drawing taken from admission tickets from July 25 to August 22.

Gate Fees
$8.00 adults
$4.00 Children under 12

Stop on your way from Loretta Lynn's; we're on your way home!

The August 22 Championship Race will pay Double Points . . .
so it's not too late to be a Winner!!

Sign Up
$15.00 Amateur
$30.00 Pro

Forget the rest
Come ride the best!
At I-40 we are committed to Motocross

For more information
Scott Sexton 615-573-5425
Alan or Jill 615-691-7531
Track 615-986-1617

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CARR, SPRINGER, ROEDER
All the dirt track kings are coming
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Bonus to Winner if on a 750

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CYCLE CITY
ZAMBONS
HOG WASH

AMA SANCTIONED

Gates Open	12 noon
Time Trials	1:00 p.m.
Races	3:00 p.m.

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80 miles from Green Bay
8 hours from Indy
5 hours from Chicago
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PRO AMA Racing

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

8/23 Interlagos, Brazil
9/6 Kyalami, South Africa

World C'ship Superbike Road Race Series

8/23 Johor, Malaysia
8/30 Sugo, Japan
9/13 Assen, Holland
10/4 Monza, Italy
10/18 Phillip Island, Australia
10/25 Manfield, New Zealand

World C'ship Endurance Road Race Series

8/16 Francorchamps, Belgium
9/20 Paul Ricard, France
10/25 Phillip Island, Australia

World C'ship Observed Trials Series

8/30 Rennie, Canada
9/5 Watkins Glen, NY, USA

Trial des Nations

9/7 Watkins Glen, NY, USA

World C'ship 125cc MX Series

8/23 Suzuka, Japan

World C'ship 250cc MX Series

8/23 Suzuka, Japan

World C'ship 500cc MX Series

8/23 Roggenburg, Switzerland

World C'ship Supercross Series

8/28 Gothenburg, Sweden
9/12 Paris, France
10/17 Nymegue, Netherlands
10/24 Toronto, Canada
11/8 Barcelona, Spain
11/29 Tokyo, Japan
12/4 Geneva, Switzerland
12/6 Genoa, Italy

Motocross des Nations

9/6 Manjimup, Australia

Int'l Six Days Enduro

8/25-30 Cessnock, Australia

CMA Canadian Supercross Series

9/18 Montreal, Quebec, CAN
Info 416/363-9035

RACE Castrol-Motoplan Canadian Nat'l C'ships

9/6 Shannonville, Ont., CAN
Info 613/966-4882

RACE Castrol Eastern Canada Challenge Series

8/16 Shannonville, Ont., CAN
9/27 Shannonville, Ont., CAN
10/3 Shannonville, Ont., CAN
Info 613/966-4882

CMA Canadian Nat'l Dirt Track Series

8/30 Laprairie, Que., CAN ST
Info 416/522-5705

AMA Grand Nat'l C'ship Camel Pro Series

8/22 Indianapolis, IN M
9/6 Springfield, IL M
9/13 Fresno, CA M
9/26 Sacramento, CA M
10/10 Pomona, CA HM
Info 614/891-2425

AMA Nat'l C'ship 600 Dirt Track Series

8/21 Hamburg, NY HM
8/29 Lake Odessa, MI HM
9/19 Castle Rock, WA TT
10/25 Fresno, CA TT
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

10/10-11 College Station, TX
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16 Millville, MN
8/30 Binghamton, NY
9/27 Delmont, PA
10/4 Budds Creek, MD
Info 614/891-2425

AMA Nat'l C'ship Enduro Series *

10/11 Redding, CA
10/25 Bear, DE
11/1 New Paris, IN
11/8 Greenville, OH
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

9/27 Wendover, UT
10/25 Lucerne Valley, CA
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

9/6 Millfield, OH
9/13 Hookstown, PA
9/27 Lynnville, IN
10/11 Kahoka, MO
11/1 Phoenix, AZ
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

10/3 Minden, NV
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

9/13 Freemansburg, PA
9/20 Middlebury, IN
9/27 Jefferson, PA
10/11 Oregonia, OH
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

9/6 Williamsport, PA
9/12 Wrentham, MA
9/13 Exeter, RI
Info 614/891-2425

AMA/Suzuki Dual Sport Trail Ride Series

8/22-23 Hurricane Mills, TN
9/12-13 Cadiz, KY
9/19-20 Columbus, IN
10/3-4 McArthur, OH
10/10-11 Angels Camp, CA
Info 614/891-2425

AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series

8/30 Waterford, OH
9/20 Bunner Ridge, WV
10/4 Elizabeth, WV
10/18 Elkins, WV
Info 304/594-1157

AMA Jr. Nat'l Dirt Track Series

8/21 Hamburg, NY HM
8/29 Lke Odessa, MI HM
9/6 Springfield, IL M
9/13 Fresno, CA M
9/19 Castle Rock, WA TT
9/26 Sacramento, CA M
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23 Mankato, MN
* Tentative
Info 614/891-2425

AMA/CCS Pro/Am Road Race Series

Florida Region

8/15-16 W. Palm Beach, FL
9/5-6 Faulkville, GA
9/19-20 W. Palm Beach, FL
9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL
10/25 W. Palm Beach, FL
12/13 W. Palm Beach, FL

Southeast Region

9/5-6 Faulkville, GA
9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL

Mid Atlantic Region

9/12-13 Summit Point, WV
9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL
(Dates at Charlotte TBA)

Great Lakes Region

8/29-30 Grattan, MI
9/19-20 Grattan, MI
10/17-18 Daytona Beach, FL

Midwest Region

8/22-23 Rockton, IL
9/12-13 Rockton, IL
9/19-20 Grattan, MI
10/17-18 Daytona Beach, FL

Northeast Region

8/29-30 Loudon, NH
9/19-20 Loudon, NH
10/10-11 Loudon, NH
10/17-18 Daytona Beach, FL
(Dates at Bridgehamton TBA)

Southwest Region

9/5-6 Las Vegas, NV
9/19-20 Phoenix, AZ
10/17-18 Daytona Beach, FL

South Central Region

8/22-23 Topeka, KS
9/19-20 College Station, TX

AMA/CCS Race of Champions

10/17-18 Daytona Beach, FL

AMA/Loretta Lynn's National

8/11-15 Hurricane Mills, TN
Info 614/891-2425

WERA F-USA Pro Road Race Series

8/21-23 Long Pond, PA
9/18-20 West Palm Beach, FL
10/28-11/1 Braselton, GA
Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series

8/29 Millington, TN
9/12-13 Rosamond, CA
9/19 W. Palm Beach, FL
10/30 Braselton, GA
Info 916/582-0451

WERA Nat'l C'ship Road Race Series

Mid-Atlantic Region

8/21-22 Long Pond, PA
9/5-6 Garrettsville, OH
10/3-4 Garrettsville, OH
10/10-11 Summit Point, WV

Southeast Region

8/15-16 Talladega, AL
8/21-22 Long Pond, PA
8/28-30 Millington, TN
9/19-20 Faulkville, GA
10/10-11 Talladega, AL

North Central Region

8/21-22 Long Pond, PA
9/5-6 Garrettsville, OH
9/12-13 Grattan, MI
9/26-27 S. Beloit, IL

Mid-Central Region

8/15-16 Talladega, AL
8/21-22 Long Pond, PA
8/23 E. St. Louis, IL
8/28-30 Millington, TN
9/20 E. St. Louis, IL
10/10-11 Talladega, AL

South Central Region

8/15-16 College Station, TX
8/21-22 Long Pond, PA
8/28-30 Millington, TN
9/12-13 Henderson, TX
10/17-18 College Station, TX
Info 803/681-9372

WERA Vintage Road Race Series

8/16 College Station, TX

8/21 Long Pond, PA
9/19 Faulkville, GA
9/26 S. Beloit, IL
10/3 Garrettsville, OH
Info 803/681-9372

Metzler/WERA Grand National Final

10/28-11/1 Braselton, GA

IDBA Nat'l C'ship Drag Race Series

8/29-30 Rockingham, NC
10/23-25 World Finals Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Race Series

8/22 Copemish, MI
9/6 Scriber, NE
9/19-20 Kokomo, IN
10/3-4 Beechmont, KY
Info 708/250-0838

NESC C'ship MX Series

8/16 Lewiston, ME
8/23 Central Village, CT
8/30 Southwick, MA
9/6-7 Lewiston, ME
9/13 Southwick, MA
9/20 Middleboro, MA
9/27 Central Village, CT
10/4 Southwick, MA
10/11 Middleboro, MA
10/18 Southwick, MA
10/25 Middleboro, MA
11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

8/30 Lee, MA
9/20 Adams, MA
9/27 W. Greenwich, RI
10/4 Wrentham, MA
11/8 Stafford, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series

8/16 Union, CT
8/23 Cheshire, MA
9/6 New Berlin, NY
9/13 Petersburg, NY
10/11 Fishouse, NY
10/18 Bourne, MA
Info 203/875-5757

NETRA Turkey Run Series

8/16 Bartonsville, VT
8/23 Gardner, MA
9/13 Swiftwater, NH
9/20 Weare, NH
9/27 Otis, MA
10/11 Winchendon, MA
10/18 Berlin, MA
11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

ECEA C'ship Enduro Series

8/30 Maauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 West Greenwich, RI
10/4 Greenbank, NJ
10/25 Bear, DE
11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

New York State C'ship Hare Scrambles Series

8/16 Little Genesee, NY
8/23 Moravia, NY
9/20 Sauquoit, NY
10/11 Mapledale, NY
10/25 S. Edmeston, NY
Info 315/839-5637

AMA Southeastern Regional MX C'ship Mega Series

8/23 Blountville, TN
9/13 Blountville, TN
9/27 Kingsport, TN
10/25-26 Blountville, TN
Info 615/323-5497

FMC Motocross Series

8/23 Ocala, FL
8/29 Hardeeville, SC
9/13 Reddick, FL
Info 904/399-0213

CRA Road Race C'ship Series

9/19-20 Brainerd, MN
Info 612/332-4070

Virginia C'ship Hare Scramble Series

9/20 Middlebrook, VA
10/4 Martinsville, VA
10/18 Newport News, VA
11/1 Surry, VA
Info 804/255-4620

AMA Florida State MX C'ship Gold Cup Series

9/20 Gainesville, FL
9/27 Dade City, FL
10/4 Orlando, FL
10/11 Reddick, FL
10/18 Ocala, FL
10/25 Gainesville, FL
Info 813/894-0439

AMA Winter National Olympics

11/23-28 Gainesville, FL
Info 813/894-0439

Grans Prix de Baja Series

10/17 Ensenada Gran Prix Ensenada, B.C., MEX
11/21 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

Golden Crown of Baja Series

9/25-27 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

International Oldtimers Motocross Series

9/5-6 Fernley, NV
9/19-20 Huron, CA
Info 208/327-0693

AHRMA/BMW Classic Cup Series

9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Historic Cup Series

8/22 Topeka, KS
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Eastern Road Race Series

9/5 Faulkville, GA
Info 715/842-9699

AHRMA Pacific Coast Road Race Series

9/26-27 Portland, OR
11/28-29 Sears Point, CA
Info 715/842-9699

AHRMA Vintage Trials Series

8/29 Donner Pass, CA
9/17 Steamboat Springs, CO
9/27 Millville, MN
10/4 Flat River, MO
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series

9/18 Steamboat Springs, CO
9/26 Millville, MN
10/25 Hollister Hills, CA
Info 715/842-9699

AHRMA Northeastern Vintage MX Series

9/27 Southwick, MA
10/11 Englishtown, NJ
Info 201/784-9854

AHRMA Southeastern MX Series

9/6 Holiday Downs, GA
10/11 Breman, GA
Info 715/842-9699

AHRMA Midwest MX Series

9/26 Millville, MN
Info 414/732-3553

AHRMA West MX Series

9/27 Fernley, NV
10/18 Palmdale, CA
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

AHRMA NorCal MX Series

9/27 Fernley, NV
10/25 Hollister, CA
Info 715/842-9699

AHRMA Vintage Dirt Track Series

9/7 Holiday Downs, GA
9/16 Steamboat Springs, CO
9/26 Weedsport, NY
10/18 Dallas, TX
TBA Henderson, KY
Info 715/842-9699

Mid-Atlantic Vintage Trials Series

10/4 Toughkenamon, PA
10/11 Mainesburg, PA
Info 410/775-77209

ATA Observed Trials C'ship Series

9/13 Cactus Flat, CA
10/4 Corral Canyon, CA
11/29 Lucerne Valley, CA
Info 310/259-6631

RMEC Enduro Series

* 10/4 Cloudcroft, NM
* Tentative
Info 307/742-4136

Black Jack Enduro Series

8/23 Nimrod, AR
9/6 , St. Jo, TX
9/20 Bunch, OK
10/11 Tulsa, OK
10/25 Oklahoma City, OK
Info 903/832-5323

MTEG Off-Road C'ship GP Series

9/26 Denver, CO
10/3 Las Vegas, NV
11/24 Oakland, CA
Info 714/938-4100

SCORE Int'l Off Road Series

11/11-14 Baja 1000 Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

CMRA Road Race Series

8/15-16 College Station, TX
9/12-13 Henderson, TX
10/17-18 College Station, TX
Info 713/342-9032

Sabine Enduro Circuit

8/23 Lake Nimrod, AR
9/6 St. Jo, TX
9/20 New Waverly, TX
10/25 Oklahoma City, OK
11/8 Muenster, TX
Info 504/928-2117

OCCRA Cross Country Series

8/23 Bunch, OK
9/13 Lawton, OK
10/4 Stillwater, OK
10/18 Oklahoma City, OK
11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

Texas Cross Country Series

8/30 Montague, TX
9/13 Glen Rose, TX
9/27 Denton, TX
10/11 Gholson, TX
10/25 Euless, TX
Info 214/790-1221

ARRA Road Race Series

9/5-6 Chandler, AZ
10/10-11 Chandler, AZ
11/7-8 Chandler, AZ
11/28-29 Las Vegas, NV
12/5-6 Chandler, AZ
Info 805/966-5700

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

HDRA USA Cup Desert Race Series

8/14-16 Brian Head, UT
10/9-11 Las Vegas, NV
Info 702/361-5404

AFM Road Race Series

8/22-23 Sonoma, CA
9/12-13 Sonoma, CA
1-/11 Sonoma, CA
Info 510/796-7005

WSMC/Willow Springs Road Race Series

8/14-16 Rosamond, CA
9/18-20 Rosamond, CA
10/16-18 Rosamond, CA
11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

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Nov. 14-15	Houston, TX	(713) 680-3054
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- 250 Beginners • 250 C • 250 B
- *Unlimited Amateur
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- Senior Men
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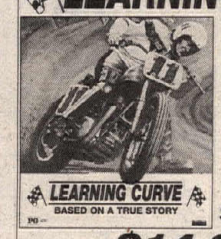
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CALENDAR

AMRRA Mini Road Race Series

8/16	Riverside, CA
9/13	Riverside, CA
10/11	Riverside, CA
11/1	Palomar, CA
12/5-6	Riverside, CA

Info 714/548-8429

CMC Valvoline Oil Trans-Cal Nat'l MX Series

9/5	Marysville, CA N
9/6	San Bernardino, CA S
9/13	Carson City, NV N
9/13	Adelanto, CA S
9/19	Sacramento, CA N
9/20	Ramona, CA S
9/27	Sacramento, CA N
9/27	San Bernardino, CA S
10/3-4	Huron, CA

Info 714/880-0016

OMRRA Road Race Series

9/26-27	Portland, OR
10/18	Portland, OR

Info 503/221-1487

OMRA Cross Country Series

9/27	Bend, OR
10/23-24	Bend, OR

Info 503/625-7331

USBA Road Race Series

8/16	Salt Lake City, UT
9/13	Salt Lake City, UT
10/17-18	Salt Lake City, UT

Info 801/535-4625

NMA Enduro Series

10/4	Olympia, WA
10/25	Bellingham, WA

Info 206/922-1457

NMA Off Road Series

8/23	Bellingham, WA
8/30	Centralia, WA
9/12	Sultan, WA
9/20	Shelton, WA
10/18	Olympia, WA
11/8	Shelton, WA
11/15	Bellingham, WA
12/6	Kent, WA
12/13	Sultan, WA

Info 206/922-1457

MXNW Pacific Coast Grand C'ship Series

8/22-23	Washougal, WA
9/12-13	Tillamook, OR
9/26-27	Roseburg, OR
10/17-18	Woodland, WA

Info 503/543-6028

AUGUST

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SEPTEMBER

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• Denotes Pro Payback

August 10

OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Ross County Fair, Chillicothe. Info 614/596-2057.

August 13

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 13-16

NEW YORK TOUR/RALLY
AMA/Peacemakers M.C. 15th Annual Last Weekendd Touring Rally. Genesee Country Campgrounds, Caledonia. Info 716/473-3511.

August 14

CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway,a Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS/ SHORT TRACK
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MINNESOTA MOTOCROSS
AMA. Midway Recreation Park, Kellogg. Info 507/534-2841.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
TENNESSEE SHORT TRACK
WKCRA. Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

August 14-15

KANSAS HALF MILE
• Rooks County Fairgrounds, Stockton. Info 913/434-2672 or 425-7189.
WASHINGTON TT
• AMA/Mt. St. Helens M.C. Sunday Goldwing Nite. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 503/282-3063.

August 14-16

CALIFORNIA ROAD RACE
WSMC. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
UTAH DESERT RACE
Inaugural HDRA Color Country Runoffs. Brian Head. Info 702/361-5404.

August 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MOTOCROSS
• Racing Ent. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Cross Country Marathon. Santa Clara County Off Road Park, Metcalf. Info 408/972-8063.
CALIFORNIA MOTOCROSS
• GFI North. Bounty Hunter Series. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA STADIUMCROSS
• GFI North. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SPEEDWAY
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-5329.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Supercross Park, Lake Perris Fairgrounds, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• GFI Night Series #9. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
AMA/D-36. Sandhill Ranch, Brentwood. Info 209/524-7013.
CONNECTICUT ENDURO
NETRA C'ship Jr. Series. Firecracker II Jr. Union. Info 203/875-5757.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
J & S Racing, Inc. Booneville. Info 812/897-0629.
INDIANA GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
INDIANA HALF MILE
AMA Regional HM/Treaty City M.C. Jay County Fairgrounds, Portland. Info 513/968-5476 or 219/726-7301.
MINNESOTA SHORT TRACK
• AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEBRASKA SUPERCROSS
Alliance MX Assn./Cornhusker MX Circuit. Morrill County Fairgrounds Arena, Bridgeport. Info 308/262-0929.
NEW YORK SHORT TRACK
AMA/D-34/Del-Ray Enterprises, Inc. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK SUPERCROSS
AMA/LISC. Suffolk Meadows. Info 516/728-7727.
NEW YORK SUPERCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Wilkes Count MX Park, Lenoir. Info 704/758-4342.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
OHIO SUPERCROSS
• AMA/Action Sports Promotion, Inc. Athens County Fairgrounds, Athens. Info 614/594-MOTO.
OHIO MOTOCROSS
AMA/D-12/American Motosports, Inc. Erie County Fair, Sandusky. Info 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TEXAS SHORT TRACK/TT
• AMA. Boyd Raceway, Boyd Info 817/444-BOYD.

August 15-16

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Rad Rock Trial. Donner Ski Ranch. Info 916/723-9560.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
IDAHO SUPERCROSS
• SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356 or 313/726-9450.
OREGON SUPERCROSS
• CMC/Yokohama Western States Nat'l Series. #3. Eugene MX, Eugene. Info 503/484-5217.
TEXAS ROAD RACE
CMRA Series. Texas World Speedway, College Station. Info 713/342-9032 or 800/423-8736.

August 16

CALIFORNIA MOTOCROSS
• CMC/Shoei Helmet Summer Series. Star West SX Park, Moreno Valley. Info 714/880-0016.
CALIFORNIA GRAND PRIX
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.

CALIFORNIA MINI RACE
AMRRA. Adams Track, Riverside. Info 714/548-8429.
CALIFORNIA MINI RACE
CMMC. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA MOTOCROSS
● GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA MOTOCROSS
D-36 MX Benefit. Argyll Park, Dixon. Info 510/798-1777.
CANADA MINI RACE
Formula 50cc Club. G.W. Fairgrounds, Red Deer, Alberta. Info 403/277-0099 or 284-5295.
CANADA ROAD RACE
● RACE/12th Annual Castrol Eastern Canada Challenge Series. Shannonville, Ontario. Info 613/966-4882.
COLORADO HILLCLIMB
CMTRA. Penrose. Info 719/687-2635 or 392-3177.
CONNECTICUT HARE SCRAMBLES
NETRA C'ship Series. Union. Info 203/875-5757.
ILLINOIS TRIALS
WOTA Series. Polo. Info 608/798-2168.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Pierceton. Info 2191/594-2649.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MEXICO GRAND PRIX
Too Much Fun Promotions/La Playa MX GP. Cantamar Dunes, Rosarito Beach, Baja. Info 619/942-0640.
MINNESOTA SHORT TRACK
● AMA/Gopher Racing. Scott County Fairgrounds, Jordan. Info 612/593-1283.
MISSISSIPPI MOTOCROSS
T.M.P. Racing. Thomastown. Info 601/289-2090.
MISSOURI HARE SCRAMBLES
AMA/MO H.S. Series. Coffee Creek HS, Canton. Info 314/769-2794.
NEBRASKA MOTOCROSS
Alliance MX Assn./Cornhusker MX Circuit. Alliance MX Track, Alliance. Info 308/262-0929.
NEW JERSEY MOTOCROSS
● AMA. Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK MOTOCROSS
WNYSC. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK HARE SCRAMBLES
NY State C'ship H.S. Series. Little Genesee. Info 315/839-5637 or 895-7654.
NEW YORK SPEEDWAY
Owego Motorsports Park, Owego. Info 607/748-6049.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Walden Playboys, Walkill. Info 518/828-6149.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO HARE SCRAMBLE
AMA/D-11. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
Smith Road Raceway, Medina. Info 216/725-8569.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
PENNSYLVANIA TT SCRAMBLE
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
PENNSYLVANIA DIRT DRAGS
Reading M.C., Oley. Info 215/967-6422.
PENNSYLVANIA MOTOCROSS/ HARE SCRAMBLES
M & G Racing. D-5 State MX C'ship/Buddy 3-Hr. H.S. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
TENNESSEE MOTOCROSS
Christiana Raceway, Christiana. Info 615/896-3245.
UTAH ROAD RACE
Bonneville Raceway, Salt Lake City. Info 801/973-4445 or 264-9403.
VERMONT TURKEY RUN
NETRA C'ship Series. Red Fox, Bartonsville. Info 203/875-5757.
VIRGINIA MOTOCROSS
AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
WASHINGTON MOTOCROSS
● CMC/ProSports Promotions. Thurston County ORRV Park, McCleary. Info 206/847-1791.
WISCONSIN MINI RACE
Wisconsin Yamaha YSR Racing Group. Karting Kettle, Elkhart Lake. Info 414/529-0387.

August 19

CALIFORNIA SPEEDWAY
● Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
OHIO SUPERCROSS
● AMA/D-11/Action Sports Promotions. Summer SX Series Round #6. Meigs County Fairgrounds, Pomeroy. Info 614/594-6686.

August 20

ILLINOIS HALF MILE
AMA/Badger Racing Assn. Club. Winnebago County Fairgrounds, Pecatonica. Info 414/699-3387.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 21

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SPEEDWAY
● Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA STADIUM MX
● CMC. Summer Showdown Series. Sacramento Raceway, Sacramento.Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK
AMA/D-36. Sandhill Ranch, Brentwood. Info 209/524-7013.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline Village. Info 509/226-0656 or 927-1163.
KANSAS SHORT TRACK
● Topeka Raceway Park, Topeka. Info 913/266-3667.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
● CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
PENNSYLVANIA SHORT TRACK/TT
AMA. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

August 22

ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
● CMC/Shoei Helmet Summer Series. Glen Helen OHV Park, San Bernardino. Info 714/261-5329.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Cross Country Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA MOTOCROSS
● CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● GFI Night Series #10. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
● Big Guy Promotions. Huron Cycle Park, Huron. Info 209/945-31-6.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
So. Cal. Flat Track. Lake Perris Fairgrounds, Perris. Info 714/956-0556.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
● Southern Super Series Round #6. Bremen MX, Bremen. Info 404/941-8464.
INDIANA GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Pierceton. Info 219/594-2649.
KENTUCKY MOTOCROSS
● Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433 or 833-2706.
KENTUCKY MOTOCROSS
● Southern Motorsports. Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
MASSACHUSETTS ENDURO
NETRA C'ship. Jr. Enduro Series. Tri-State Jr. Enduro, Oxford. Info 203/875-5757.
MICHIGAN DRAGS
● AMRA. The Boondocks All Harley Drags Invitational. Northern Michigan Dragway, Copemish. Info 708/250-0838.
MINNESOTA SHORT TRACK
● AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Surdyke Yamaha Appreciation Series. Sprout Patch Competition, Billings. Info 417/744-2593 or 463-2544.
NEW HAMPSHIRE SHORT TRACK
AMA/Sideways Promotion. Canaan USA Speedway, Canaan. Info 508/874-1732.
NEW YORK SHORT TRACK
AMA/D-34/Del-Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK SUPERCROSS
AMA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO SUPERCROSS
● AMA/Action Sports Summer Series. Action Sports Center, Nelsonville. Info 614/594-6686.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO SUPERCROSS
● AMA. Action Sports Center, Nelsonville. Info 614/594-6686
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SHORT TRACK/TT
● Diamond Raceway, Roseburg. Info 503/673-2776.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
AMA. I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WISCONSIN HALF MILE
● Sat. Night Double Thunder. Marshfield Super Speedway, Marshfield. Info 715/384-4555.

August 22-23

CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. 3rd Annual Hi Sierra 250 Dual Sport Adventure. Lakeshore Resort, Sierra Nat'l Forest, Lake Huntington. Info 714/846-1241.
CALIFORNIA ROAD RACE
AFM. Sears Point Raceway, Sonoma. Info 510/796-7005.
CALIFORNIA MOTOCROSS
CMMC 8th Annual Mini Nat'ls. Barona Oaks Raceway, Ramona. Info 619/467-0474.
CANADA ROAD RACE
USCRA/VRRA Vintage Races. Mosport Park, Bowmanville, Ontario. Info 416/733-9947.
GEORGIA SUPERCROSS/MX
● C'ship Weekend. Southern SX Track, Tunnel Hill. Info 404/397-2937.
MICHIGAN MOTOCROSS
AMA/D-14. Frelin Motorsport Park, Marlette. Info 313/726-9450.
MINNESOTA HILLCLIMB
AMA Amateur C'ship Hillclimb. KATO Cycle Club, Mankato. Info 507/388-5778.
OHIO FIELD MEET/ POKER RUN
Dayton M.C., Dayton. Info 513/263-9321.
OHIO TRIATHALON
● 11th Annual CRA Triathalon. Malvern Motosports Park, Malvern. Info 216/538-2220.
TENNESSEE DUAL SPORT
AMA/Suzuki Dual Sort Ride Series/Racer Productions. Loretta Lynn's Ranch, Hurricane Mills. Info 304/594-1157.
WASHINGTON MOTOCROSS
Pacific Coast Grand C'ship. Washougal MX Track, Washougal. Info 503/673-1671.

August 23

CALIFORNIA GRAND PRIX
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

CRC
SUNDAY, AUG. 16, 1992
Glen Helen Cycle Park
San Bernardino, California
Don't Miss It !
Membership Not Required

8:00 AM	Parade Lap
8:15 AM	80cc - 60cc
9:15 AM	Oldtimers
10:15 AM	Vintage - Jr. Vets (25)
11:15 AM	All Int/Pro
12:00 Noon	Parade Lap
12:30 PM	CRC Vets (30)
	CRC Sr (40)
1:30 PM	All Beg
2:30 PM	All Nov
3:30 PM	Team Race

EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS
Pee Wee's will run 2 Moto's on a separate track
Practice 9:00 AM 1st Race 10:00 AM
2nd Race 11:00 AM
No post entry penalty for 2nd class entered

MAIL ENTRY	$20.00
Non-Member	$25.00
POST ENTRY	$25.00
Non Member	$30.00

Mail entries and two (2) legal size self addressed , stamped envelopes (SASE)
CALIFORNIA RACING CLUB
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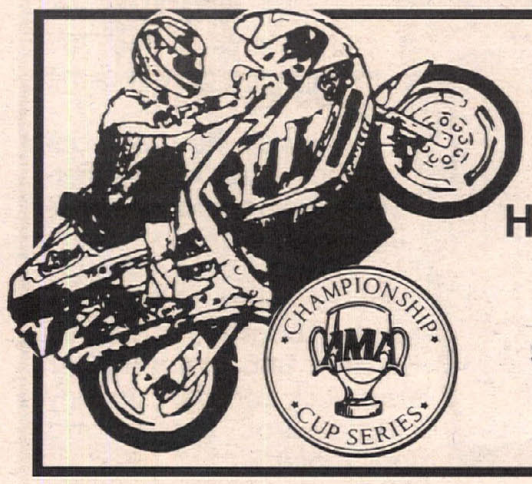

AMA/CCS
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South Central Region
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CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun., Aug. 16 GP Glen Helen
Sun., Aug. 23 Starwest SX Park
Sun., Aug. 30 MX L.A. County Raceway
Sun., Sept. 6 MX L.A. County Raceway
Mon., Sept. 7 G.P. L.A. County Raceway
Next Vintage Race
Sun. August 16 G.P. Glen Helen
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
4pm-9pm Every Wed LA County Raceway
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

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GLEN HELEN OHV PARK

		Gates Open
Aug. 15, Sat.	MX CRC-Karts	2:00 p.m.
Aug. 16, Sun.	G.P. CRC	6:30 p.m.
Aug. 19, Wed.	Speedway	6:30 p.m.
Aug. 22, Sat.	MX CMC	2:00 p.m.

MX PRACTICE Mon. Night & Thursday
Gate opens Mon. 4:30 p.m.; Thurs. 8 a.m.
INFO: (714) 384-9342

GFI RACING (714) 788-5853

Sat., Aug. 15	GFI At Night Round 9	Perris Raceway
Sat., Aug. 22	GFI At Night Round 10	Perris Raceway
Sat., Aug. 29	GFI At Night Round 11	Perris Raceway
Sat., Sept. 5	GFI At Night Round 12	Perris Raceway
Sat., Sept. 12	GFI Super Sat. Morn. MX	Perris Raceway

Huron Cycle Park - Summer Series
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August 8 - /22 ** Sept. 5 - Series Final
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Dirt Track Racing
Motorcycles, Quads & Odysseys Flat Track
1/3 Mile Oval, Scrambles & TT - Track
Fall Championship Series
Saturday, Aug. 15 Porterville
Friday, Aug. 21 Bakersfield
Bakersfield Speedway
Info. Hot Line 805-399-7877

DOUBLE CROSS RACING
September 7
Labor Day Mon. GP
* 4 man sponsor teams race for 5' shop trophy
October 4
L.A. County Raceway
*Desert Storm Series
INFO: (714) 371-6333

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CMRA ANNOUNCES
MOTORCYCLE ROADRACES
Aug 15th & 16th Texas World Speedway
Sat., Aug. 15th 6 Hour Endurance
Sun., Aug. 16th 10 Lap Sprints
INFO 713-342-9032

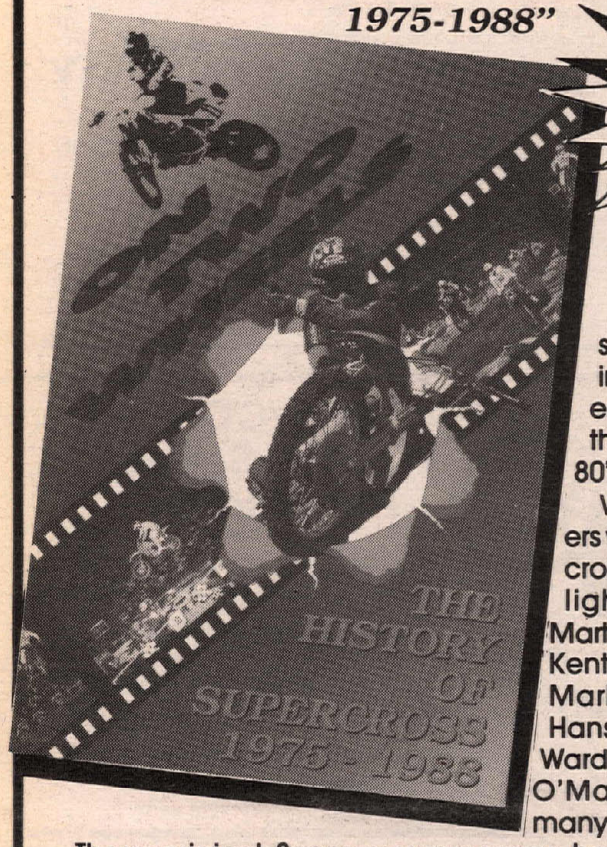
CMC
Race With The Best
Sat., Aug. 15 Glen Helen Night Motocross
Sun., Aug. 16 Starwest Summer Series #8
Sat., Aug. 22 Glen Helen Summer Series #9
714-880-0016 — FAX 714-880-1734

RACING ENTERPRISES
INFO 619-484-1441
Sat., Aug. 15th MX Carlsbad
Sat., Aug. 22nd MX Carlsbad
Sat., Aug. 29th MX Carlsbad

ON TWO WHEELS

"THE HISTORY OF SUPERCROSS 1975-1988"

SPECIAL VIDEO OFFER!



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• 9103 80 LA Superbowl - Howerton 80 San Diego SX Finals	• 9114 86 Phoenix Supercross
• 9104 81 Anaheim SX 81 Duel In The Dirt, KC	• 9115 86 LA Superbowl
• 9105 82 Anaheim SX / 83 Anaheim	• 9116 87 Anaheim Supercross
• 9106 83 San Diego SX 83 LA Superbowl	• 9117 87 San Diego Supercross
• 9107 83 Atlanta Supercross	• 9118 87 Atlanta Arenacross 125cc
• 9108 84 Atlanta Supercross	• 9119 87 Atlanta Arenacross 250cc
• 9109 85 Anaheim & San Diego SX	• 9120 87 LA Superbowl of Motocross
• 9110 85 Rose Bowl SX 125cc & 250cc	• 9121 88 Houston Supercross
• 9111 85 Superbowl Highlights LA Supercross	• 9122 88 Dallas Supercross
	• 9123 88 Pontiac Supercross
	• 9124 88 Meadowland Supercross
	• 9125 88 Tampa Supercross
	• 9126 Best of Supercross 1988

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NORWALK, CA 90650

National Motosport Association

SRA GP California Schedule

Members *Non Members*

August 23 Carlsbad

September 27 Carlsbad

*SRA & Double Cross Shootout

Info (714) 957-2985

Old Timers MX Association

Race Schedule

Sunday, August 16

Glen Helen Park

CRC G.P.

For Information Call (714) 633-9503

SPEEDWAY RACING

Every Friday Night

Orange County Fairgrounds, CA

8/14 Handicap & Scratch Racing

8/21 Handicap & Scratch Racing

8/28 Handicap & Scratch Racing

Info: (714) 492-9933

CALENDAR

CALIFORNIA MOTOCROSS
AMA/J & S promotions. Carnegie SVRA, Tracy. Info 510/455-1318.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
DELAWARE MOTOCROSS
MAMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
FMC Series. Florida Motorsports Complex, Ocala. Info 904/399-0213.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Pierceton. Info 219/594-2649.
INDIANA HALF MILE
• AMA/D-15/Sportsmen M.C., Inc. Converse Fairgrounds, Converse. Info 219/426-5528.
IOWA YSR RACE
Midwest YSR Inc. Iowa Int'l Racewayy, Marshalltown. Info 515/263-1460.
KENTUCKY MOTOCROSS
Apex Valley Raceway, White Plains. Info 502/886-8564.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Mohawk, Cheshire. Info 203/875-5757.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Slippery Rock, Gardner. Info 203/875-5757.
MEXICO GRAND PRIX
• Tecate GP Mini Series. Sucro Racing Promotions. Ensenada, B.C. Info 619/585-9381.
MICHIGAN MOTOCROSS
MRA. Log Road MX, Coldwater. Info 313/289-2100.
MICHIGAN HALF MILE
Motor Sports of America. AMA Regional/AHRMA Vintage Nat'ls. Upper Peninsula State Fairgrounds, Escanaba. Info 1-800/544-8714.
MICHIGAN HILLCLIMB
AMA/Port Huron M.C. Ruby Campgrounds, Goodells. Info 313/982-4894.
MICHIGAN HALF MILE
AMA/AHRMA Vintage Nat'ls./ Motor Sports of America. Upper Peninsula State Fairgrounds, Escanaba. Info 1-800/544-8714.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Ace MX, Modena. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
NY State C'ship H.S. Series. Moravia. Info 315/839-5637 or 895-7654.
NEW YORK SPEEDWAY
Owego Motorsports Park, Owego. Info 607/748-6049.
NEW YORK SHORT TRACK
AMA/Electric City Riders M.C. Schenectady. Info 518/372-1526 or 374-7979.
NEW YORK HARE SCRAMBLES
AMA. Frozen Ocean MX Park, Auburn. Info 315/784-5473.
NEW YORK MOTOCROSS
WNYSC. Hunt Moto Park, Hunt. Info 716/476-2697.
NORTH CAROLINA HARE SCRAMBLES
NCHSA Series. Avent's Ferry 100. Avent's Ferry, Sanford. Info 919/776-2412.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OKLAHOMA CROSS COUNTRY
OCCRA. Shagbark Ranch, Bunch. Info 405/632-3370.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855.
TENNESSEE MOTOCROSS
AMA S.E. Regional C'ship Mega Series. Victory Sports. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS MOTOCROSS
• Southwest Nat'l Sports Committee. El Paso MX Park, El Paso. Info 915/857-0215 or 855-2656.
WASHINGTON SHORT TRACK
AMA/D-27/Pro Sports Promotions. Thurston County ORV, McCleary. Info 206/847-1791.
WASHINGTON OFF ROAD
NMA Off Road Series/Mount Baker M.C. Toasted H.S. Bellingham. Info 206/734-1554.

August 26

CALIFORNIA SPEEDWAY
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

August 27

MICHIGAN SUPERCROSS
MRA. Chelsea Fairgrounds, Chelsea. Info 313/289-2100.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 28

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA SPEEDWAY
• Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• Supersport. Summer Series. Little Okie, Madera. Info 209/673-8080.
CALIFORNIA SHORT TRACK
AMA/D-36. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS/ SHORT TRACK
• DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO HALF MILE
AMA/Darke County Fair Board/ Treaty City M.C. Regional H.M. Darke County Fairgrounds, Greenville. Info 513/548-7197 or 968-4376.
OHIO MOTOCROSS
CRA/Moto-X Enterprises. Lake County Fairgrounds, Lake County. Info 216/948-1478.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

August 28-30

NEW JERSEY ROAD RALLY
Mid-New Jersey Annual Retread Rally. The Country Inn, Millville. Info 609/467-1083.

August 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MOTOCROSS
• GFI. Night Series #11. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/433-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Metcalf Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA SPEEDWAY
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-5329.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA STADIUMCROSS
Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CANADA HALF MILE
• CMA/Buddy For Productions. Canadian Dirt Track Series.Granby, Quebec. Info 5114/654-8193.
DELAWARE TT/DIRT DRAGS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/425-8303 or 943-4935.
INDIANA MOTOCROSS
J & S Racing, Inc. Booneville. Info 812/897-0629.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 2191/594-2649.
INDIANA SHORT TRACK
• AMA/D-15/Sportsmen M.C. Inc. Lions Club Park, Upland. Info 219/426-5528.
IOWA SUPERCROSS
MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.
MINNESOTA SHORT TRACK
DTRA/MN Dirt Track Riders Assn. Isanti County Fairgrounds, Cambridge. Info 612/560-0062.
MISSOURI MOTOCROSS
Surdyke Yamaha Appreciation Series. Sprout Patch Competition, Billings. Info 417/744-2593 or 463-2544.
NEW YORK MOTOCROSS
Suzuki East Coast Amateur MX Nat'ls. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA. Lucasville Sports Park, Lucasville. Info 614/259-4672.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
CRA Fall Series. Pymatuning Raceway, Linesville. Info 814/898-3424.
PENNSYLVANIA DIRT DRAGS
Zinc City M.C., Kresgeville. Info 215/967-6422.
SOUTH CAROLINA MOTOCROSS
FMC. Low Country MX, Hardeeville. Info 904/399-0213.
TENNESSEE ARENACROSS
2nd Annual TN State AX C'ship Series. Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.

August 29-30

CALIFORNIA MOTOCROSS/TT
Tri County Quad Racing Assn. Plumas County Fairgrounds, Quincy. Info 916/283-3358.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Sat. AHRMA Vintage Nat'l, Sun. French Cup. Donner Ski Ranch, Sacramento. Info 916/967-0262 or 488-8455.
FLORIDA MOTOCROSS
PeoSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/761-7211 or 313/726-9450.
OREGON MOTOCROSS
• CMC/Cycle Sports Concepts. Yokohama Western States Nat'l Series. Albany SX, Albany. Info 503/928-4474.
TEXAS DRAGS/SWAP MEET
J & P Promotions/AHDRA All Harley Drags. Houston Raceway Park, Houston. Info 319/462-6011.
WISCONSIN MOTOCROSS
Great Lakes Motocross, Union Grove. Info 414/878-3783 or 462-5520.

August 30

CALIFORNIA MOTOCROSS
• CMC Trans-Cal Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills SVRA, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA BIKE SHOW
Dynocycle. Oak Park, Santa Barbara. Info 805/965-4855.
CANADA SHORT TRACK
CMA/Buddy Ford Productions. Canadian Dirt Track Series. Laprairie, Quebec. Info 514/654-8193.
COLORADO ROAD RACE
MRA Series. Pueblo. Info 303/294-2054.
IOWA ENDURO
AMA/IERA/Central Iowa Enduro Riders. Stratford. Info 515/795-3440.
KANSAS SHORT TRACK
VDTRA Regional. Wichita. Info 918/445-0671.
KENTUCKY MOTOCROSS
Summer Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Greylock Enduro, Lee. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MICHIGAN HARE SCRAMBLES
AMA/D-14/Bent Wheel Competition Club. Rose City. Info 313/628-7700.

MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Brush Busters, Collins. Info 816/249-5430.
NEVADA MOTOCROSS
● CMC/Nevada OT Club. Ferley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY ENDURO
ECEA C'ship Series. Beehive Enduro. Competition Dirt Riders, Mauricetown. Info 609/327-5015.
NEW YORK MOTOCROSS
● AMA 125/500cc Nat'l C'ship Series. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO CROSS COUNTRY
● AMA Wiseco/Yamaha/Yokohama GNCC Series. Buckeye GNCC. Waterford. Info 614/989-5519.
OHIO MOTOCROSS
CRA/Moto-X Enterprises. Lorain County Fairgrounds, Lorain. Info 216/948-1478.
OHIO POKER RUN
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
PENNSYLVANIA DIRT DRAGS
Reading M.C. Clubgrounds, Oley. Info 215/967-6422.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
Pagoda M.C., Birdsboro. Info 215/582-3717.
TENNESSEE MOTOCROSS
AMA/Victory Sports. Tri-State C'ship. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TEXAS CROSS COUNTRY
Texas Cross Country Racing Assn. Montague. Info 214/790-1221.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series/Black Hawk M.C. Red Hawk H.S., Centralia. Info 206/330-0607.
WASHINGTON MOTOCROSS/SHORT TRACK
● AMA/D-27/CMC/ProSports Promotions. Thurston County ORV Park, McCleary. Info 206/847-1791.
WISCONSIN SHORT TRACK
● AMA. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/478-2384.

September 2

CALIFORNIA SPEEDWAY
● Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
SOUTH DAKOTA SHORT TRACK
● TRAC International. U.S. Open Invitational. South Dakota State Fairgrounds, Huron. Info 303/871-9797.

September 3

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 4

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE SHORT TRACK/MOTOCROSS
● DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
IDAHO SHORT TRACK
● AMA. Season C'ships. Triber's Stateline Speedway, Stateline Village. Info 509/226-0656 or 927-1163.
ILLINOIS SUPERCROSS
AMA/Red Rider Promotion. Interstate Gold Cup Challenge. Tri-County Fairgrounds, Mendota. Info 815/539-9021.
IOWA HALF MILE
VDTRA/J & P Promotions. Mississippi Valley Fairgrounds, Davenport. Info 918/445-0671 or 319/462-6011.
KANSAS SHORT TRACK
● Topeka Raceway Park, Topeka. Info 913/266-3667.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
OHIO SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceville. Info 513/662-7759.
PENNSYLVANIA SHORT TRACK/TT
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

September 4-5

NEW YORK SPEEDWAY
● Super Nat'ls Weekend. Owego Motorsports Park, Owego. Info 607/748-6049.

September 4-7

CALIFORNIA RALLY
AMA/D-36/Western Heyday District Touring Rally. San Jose Family Camp, Yosemite Park. Info 209/339-4483.

September 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SPEEDWAY
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-5329.
CALIFORNIA MOTOCROSS
● CMC Trans-Cal. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
● GFI Night Series #12. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Big Guy Promotions. Huron Cycle Park, Huron. Info 209/945-3106.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Lake Perris Fairgrounds, Moreno Valley. Info 714/855-2707.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
INDIANA MOTOCROSS
J & S Racing, Inc. Boonville. Info 812/897-0629.
IOWA SUPERCROSS
MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.
KENTUCKY MOTOCROSS
● Southern Motorsports. Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
KENTUCKY MOTOCROSS
● Adventuresports. Bardstown. Info 502/737-7433.
NEW YORK MOTOCROSS
● AMA/D-34/Metropolitan Sports Committee. Diamondback MX, Modena. Info 518/828-6149.
NEW YORK SUPERCROSS
AMA/LISC. Suffolk Meadows. Info 516/728-7727.
NEW YORK SUPERCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Plus State C'ship Vintage. Delta Motorsports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
CRA. Malvern Motosport Park, Malvern. Info 216/262-4945.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SHORT TRACK/TT
● Diamondback Raceway, Roseburg. Info 503/673-2776.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Hurricane Sports Center, Clifford. Info 717/222-9290.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425.

September 5-6

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, Pierceton. Info 219/594-2649.
MEXICO SUPERCROSS
Tecate SX Series/Sucro Racing Promotions. Tecate, B.C. Info 619/585-9381.
NEVADA MOTOCROSS
● CMC/Int'l Oldtimers Series/NV Oldtimers Club. Oldtimers Nat'l. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEW HAMPSHIRE ROAD RACE
GP/PRO. Bridgehampton Motorsport Park, Bridgehampton. Info 914/679-5547.
OREGON MOTOCROSS
● CMC/State C'ship Series. EugeneMX, Eugene. Info 503/484-5217.
WASHINGTON TT
● AMA/Mt. St. Helens M.C. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346.

September 6-7

MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/7722-0685.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

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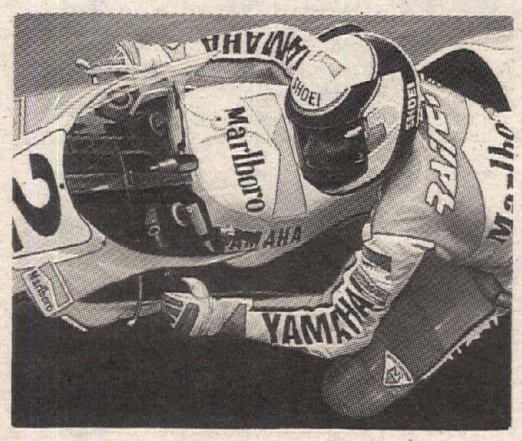
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to images of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



WAYNE RAINEY

Two-time World Champion Wayne Rainey has proven to the racing world that he well deserves the titles that he received.

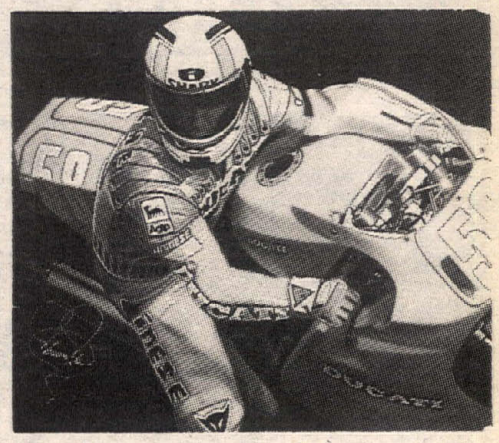
Besides Rainey, only Kenny Roberts and Eddie Lawson have won back-to-back titles in the past eleven years.

This painting of Wayne Rainey, which was completed at the artist's studio in Seattle over the course of five days, depicts his aggressive riding style.

RAYMOND ROCHE

Roche dominated the 1990 World Superbike Series and won the title aboard his Ducati. This was his first World Championship since 1981 when he won the World Endurance Championship for Kawasaki France.

The original painting was conceived at the U.S. round of the Superbike World Championships in 1990 at Brainerd, Minnesota, and was signed by Raymond Roche.



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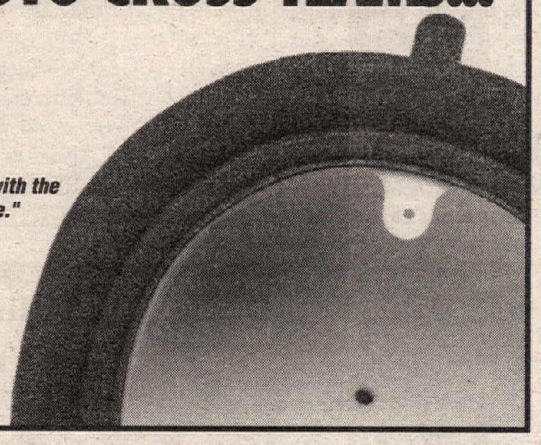

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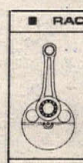

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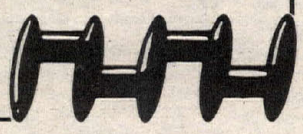

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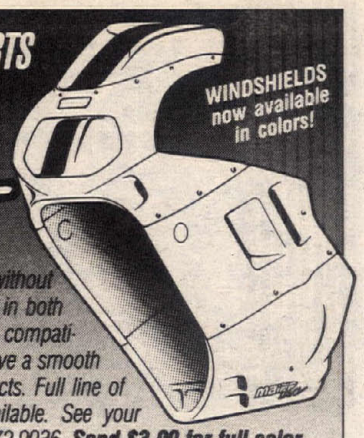

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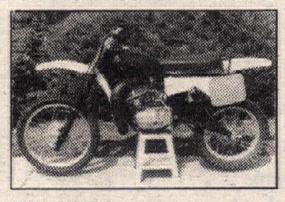

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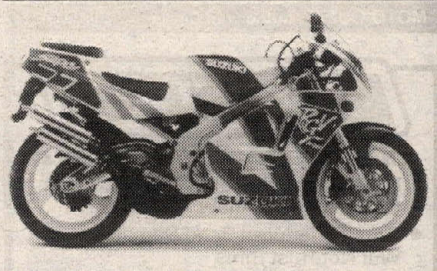

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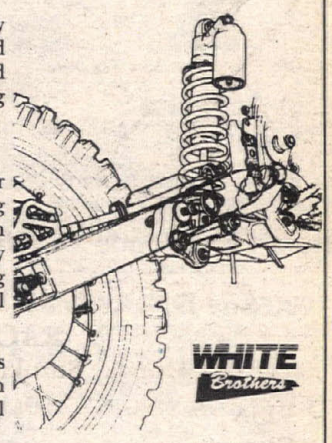

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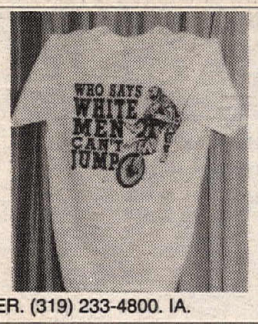

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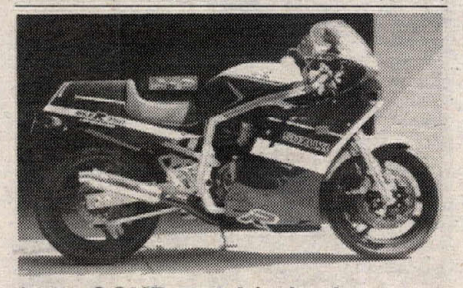

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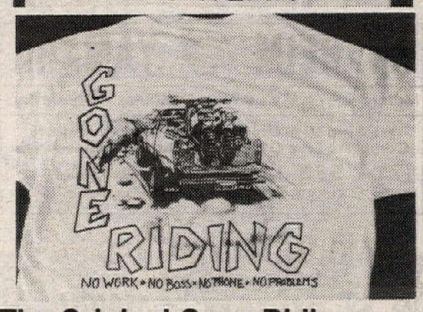

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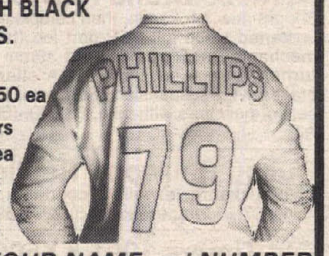

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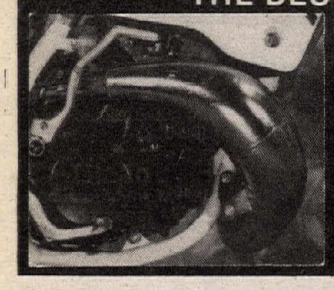

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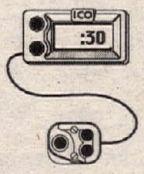

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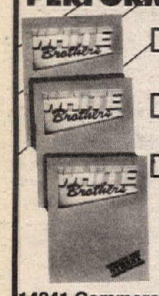

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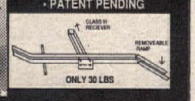

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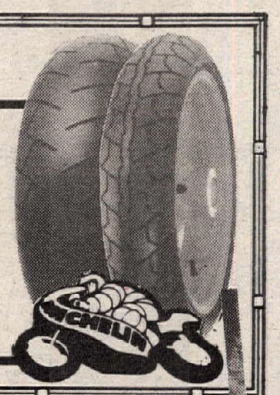

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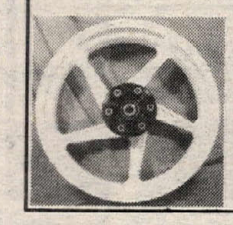

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Continued on page 58

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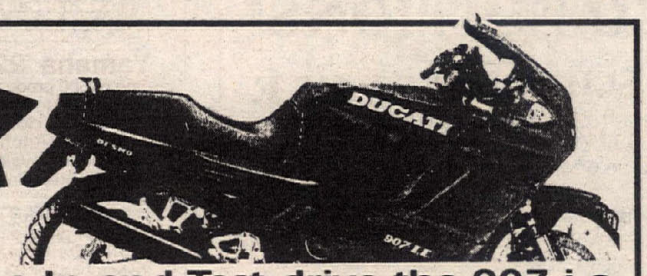

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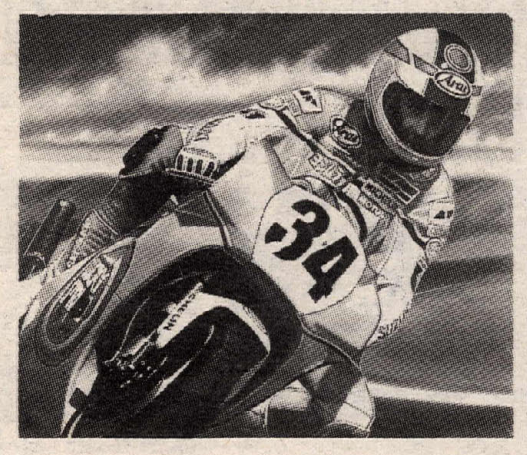
If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



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KEVIN SCHWANTZ

One of the fastest and most exciting riders on the Grand Prix circuit is Kevin Schwantz on his #34 Lucky Strike Suzuki. If his skill puts him at the top he will certainly be one of the most popular champions ever.

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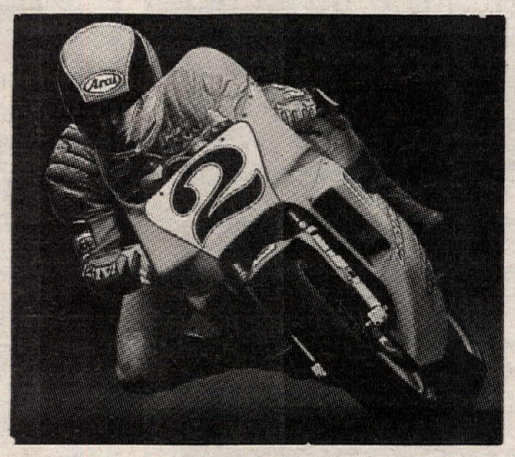

RANDY MAMOLA

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DELUXE EUROPEAN COLLECTOR'S EDITION:
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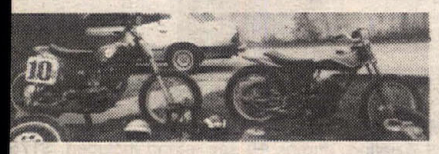

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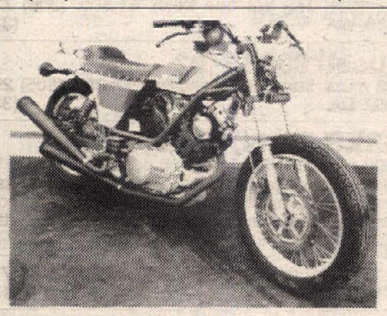

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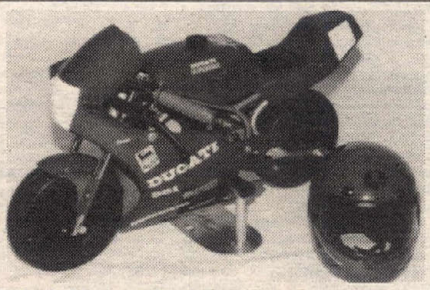

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- ★ '92 Gainesville National MX
- ★ Over the Edge
- ★ Crash Encounters
- ★ #1 and Proud of It!

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action featuring Kocinski and sidecars also included. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance; from his victory in the Daytona 200, leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#105) SX Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(179) Crash Encounters
60 minutes from Powersports Video

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turned out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#23A) 1991 Junior Speedway Nationals
First and second division junior riders vie for Jr. National Championship honors at the new Lake Perris, CA track. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn". 23 minutes from Motovideo.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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